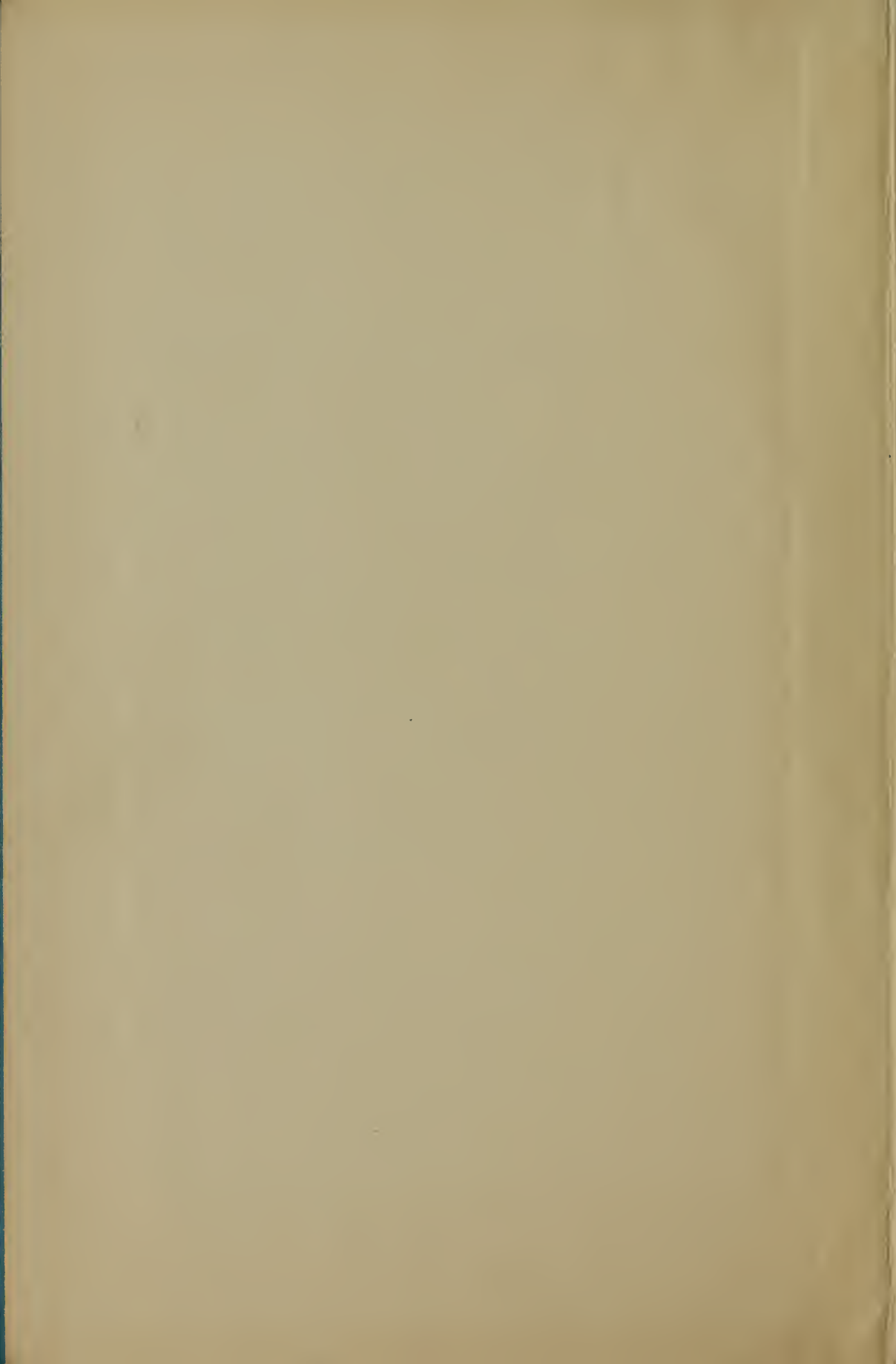


# STORIES of CHARLESTON HARBOR

By KATHERINE DRAYTON SIMONS





Francis Duabone Waring - Lt. Col. - a. c.

Dec. 25-46 From Mother.



STORIES  
OF  
CHARLESTON HARBOR

BY  
KATHERINE DRAYTON SIMONS



1930  
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COLUMBIA, S. C.

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KATHERINE DRAYTON SIMONS

These Stories of Charleston Harbor are Dedicated  
to my Grandfather

WILLIAM SIMONS

SOLDIER in South Carolina's Time of Battle

SCHOLAR at a Period of Her Highest Culture

GENTLEMAN of Her Old School

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KATHERINE DRAYTON SIMONS.



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LANDING OF FRENCH HUGUENOTS FROM FRIGATE RICHMOND, 1680, AS REPRESENTED BY PAGEANT UPON  
250TH ANNIVERSARY OF THE DATE

## FIRST WHITE VOYAGERS AND COLONISTS

"A broad, deepe entrance," said the bronze Cassique of Kiawah to the young English explorer, Robert Sanford.

It is the earliest description of Charleston Harbor left us. It dates back to 1666, when Sanford's ship lay in the Edisto River and the Indian chief-tain begged him to see this "excellent country" of "large welcome and plentiful entertainment and trade."

Hilton's voyagers, who sailed from Spike's Bay, Barbadoes, on August 10, 1663, had visited the Carolina coast between "Cape Feare and Port Royale." Accounts of their voyage mention "Edistow" and "Saint Ellens," but not the spacious harbor and fertile shores of which the friendly Cassique told Sanford three years later.

Stormy weather and a mistake on the part of his guide prevented Sanford's actually entering the harbor. Sailing by, he mistook it for a large river's mouth and named it after Lord Ashley. He writes: "On the 10 of July in the morning I was fayre before ye River that leadeth into the country of Kiawah."

But his enthusiasm, encouraged by the Cassique's descriptions, was most unquestionably a factor in causing Lord Ashley's revival of interest, in 1669, in the several times discussed subject of planting

#### FIRST WHITE VOYAGERS AND COLONISTS

a colony on the Carolina coast southwest of Cape Romano.

In March of that year the *Carolina*, the *Albemarle*, and the *Port Royal* sailed from England, planning to stop at Ireland, Barbadoes, and Bermuda, to take on others who might wish to join the expedition.

After a voyage of many vicissitudes the fleet landed at Bull's Island. All three ships had been tempest tossed. The flagship, *Carolina*, was only slightly damaged, but the *Port Royal* had to be repaired and the *Albemarle* replaced.

From Bull's Island the little group went to Port Royal.

From Port Royal, in 1670, they moved to a high bluff sheltered deep and safe in Charleston Harbor, where a small creek—now known as Town Creek because of that first town upon it—runs out into the mouth of Ashley River.

And as Governor Sayle's white-winged ships moved over that blue water which the Indians called Kiawah and Robert Sanford named for Ashley, Charleston Harbor saw the coming of her first white colonists.

They called the place Albemarle Point. The aborigines were kindly; the soil was rich; the settlement thrived. In 1672 they renamed it Charles Town in honor of Charles II of England. Between 1679 and 1680, upon the advice of Governor Sir John Yeamans, they moved across the river to a better location called Oyster Point. This was upon



FRENCH HUGUENOTS WHO CAME ASHORE FROM FRIGATE RICHMOND, REPRESENTED BY PAGEANT OF APRIL  
12, 1930



### FIRST WHITE VOYAGERS AND COLONISTS

the peninsula formed by the two rivers and is the present Charleston.

The move from old Charles Town to new Charles Town had scarcely been completed when the frigate *Richmond*, Captain Dunbar, crossed the bar and, sailing northwest up the channel, made anchorage just off White Point.

Although an English vessel and clearing from England, she carried forty-five French Huguenots who wished to make their homes and to practice the Protestant religion in a New World.

They were not the first French to sail into the harbor. In the year 1663 the first grants of land to Huguenots were recorded for the new colony. There were residents and land owners of that nationality and that faith before the arrival of the *Richmond*. But she brought the first large group and marked the first official arrival of a people who were to play an important part in the story of lower South Carolina. French Huguenot history is inextricably intertwined with the history of Charleston Harbor.

Only five years later some Quakers came from England. They were not many. They were a quiet, God-fearing people who left no ripple on Carolina waters and little impress on her land.

In 1671 a few Dutch families crossed the Atlantic in the good ship *Blessing*. Immediately after, two vessels—one captained by Skipper Halstead and one named the *Phoenix*—brought more of the sturdy Hollanders from Nova Belgia in New York.



### FIRST WHITE VOYAGERS AND COLONISTS

The year 1672 was marked by the arrival of the first negro slaves who entered South Carolina. They were sent from Barbadoes to Sir John Yeamans.

Scotch from the Highlands came periodically between 1715 and 1745. They were the clansmen defeated by England, many of them with price upon their heads.

The Wars of the Palatinate sent across the seas refugees from Germany, Switzerland, and Holland, from 1730 to 1750.

To Charleston Harbor, in 1755, *The Baltimore Snow*, sailing from the Bay of Fundy, brought more than a thousand Acadians. Few of this number remained as permanent settlers.

Ireland contributed her quota during the last fifteen or sixteen years of the eighteenth century.

After the uprisings and massacres of 1793, Charleston Harbor was the bourne of many French who set sail from San Domingo. In every kind of craft—sometimes open boats—they put off from that island of butchery and steered for the South Atlantic states.

Into that "broad, deepe entrance" they sailed—men and women of so many nations. To them it was an open door to freedom, safety, joy. They were not felons or indentured servants, such as came later to other colonies. They were of the Old World's very best and bravest. They were the breed which gives earth her Young Adventurers. They were men ready to die for religious and polit-

### FIRST WHITE VOYAGERS AND COLONISTS

ical beliefs, and they were women ready to follow after their men. Sparkling blue waters welcomed them—the lush green sea islands—the long white point between the rivers where stood the English settlement.

April 10-13, 1930, Charleston City and Charleston Harbor celebrated those two most noteworthy arrivals: the two hundred and sixtieth anniversary of the English landing and the two hundred and fiftieth of the French Huguenots. Pageants, perfect in every detail, represented the white voyagers who came ashore from Sayle's fleet, the loyal Casique of Kiawah who guided them, the redmen from the neighboring Kiawah village who met them with brotherly kindness. Off East Battery—then White Point—stood out the frigate *Richmond*, and small boats brought her passengers to the spot of that first landing.

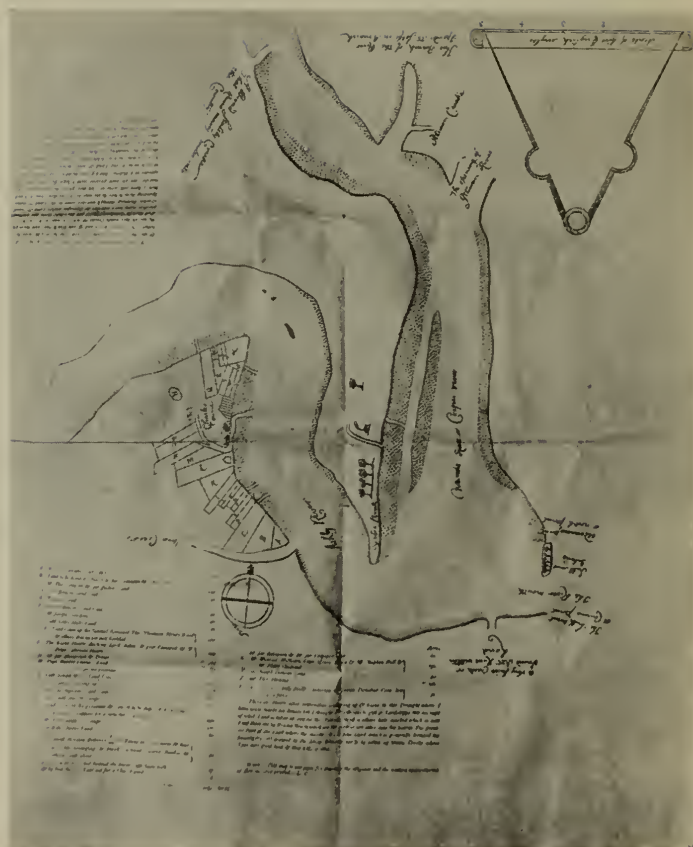
They and the children that they left made Charleston Harbor's history. Their blood was shed at Moultrie, Johnson, Sumter, down the channel. No story of the place, however brief, is possible without the mention of them.

## THE HARBOR AT THAT DATE

The large canoes of the Kiawah Indians, the small sailing ships of the first white visitors, found the haven of Kiawah, in main points, the same as Charleston Harbor of today. In minor points it was different.

The Cassique's "broad, deepe entrance" was eleven miles across, its general direction being south by west. Fringing the coast, north and south, edging the harbor's indentation, the sea islands which now bear homes and tilled fields then stretched down to meet high tide their walls of brush and forest. Nature's two outposts guarded the bar—as they are still guarding it. They lay, white-beached, green-wooded, silent save for winds and waters. They had never heard the names of *Sullivan* and *Morris*. They had never heard the noise of white men's speech—or the noise of guns, which is the white man's *yea* and *nay* in arguments of nations.

Those pioneer ships sailed northwest, into the widening, bay-like place. They followed the shore line of an island on their right. Where ships pass today within gun range of the veteran Fort Moultrie and her flanking batteries, they passed close enough to shore to hear the hundred bird calls in the thickets of wind-stunted oak and tall palmetto palms, close enough to smell the fragrance of flowering muscadine and sun-distilled sweet myrtle.



CHARLESTON HARBOR AS SEEN BY FIRST WHITE SETTLERS

### THE HARBOR AT THAT DATE

On their left, gulls and heron rose from the shoal where Sumter was built a century and a half farther on in American history. If the weather of that important day was clear, they could see, from outside the bar, a point of land between the rivers. They passed it, upon their right, as they sailed farther upstream to the creek mouth and the bluff which was their destination.

Off that peninsula, later to be called Oyster Point, lay an inner harbor three miles in width and nine and a half square miles in area. It was formed, and the peninsula was formed, by a noble river called the *Ettiwan*, which, flowing seaward, brought with it the waters of another river called the *Wando*, and by the broad, smooth-gliding *Kia-wah*.

From the inner harbor it could be seen that this fertile peninsula—which had a miniature peninsula of white shell beach extending from it, southward, into the water—was threaded with nine large salt water creeks. Upon the voyagers' left, as they proceeded northwest, several other creeks ran off into the mainland. One of these was *Wappoo*, later to be linked up with *Stono Inlet* for a back entrance to the port.

The settlers' first water trips around the tongue of land which they called Oyster Point showed that the inner harbor lay more in the mouth of the *Ettiwan*. Widening immensely, it made a cove back of the island which they had skirted upon entrance. It sent numbers of tidal creeks into the mainland



#### THE HARBOR AT THAT DATE

north of it. A few miles above its mouth it was divided by a low, flat island.

The *Kiawah*, which the English changed to *Ashley*, appears, from first discovery, to have been navigable twenty miles upstream. The *Ettiwan*, renamed *Cooper*, was navigable for almost as great a distance. Earliest history of the colony proves this. For a little band of New Englanders, years before the close of the seventeenth century, went up Lord Ashley's river to settle Dorchester; and the first planters of the Cooper section used its waterway for their highroad.

Until the English Crown took over Carolina from the Lords Proprietors, there were no surveys made of its coast. Earliest charts of the harbor bear a date far later than that. But, as early as March 16, 1698, Randolph, Collector of the King's Customs, wrote of it:

"Charleston is the safest port for all vessels coming through the Gulf of Florida in distress, bound for the West Indies to the Northern Plantations; if they miss this place they may perish at sea for want of relief, and having beat upon the coast of New England, New York, and Virginia, by a North West Wind in the Winter be forced to go to Barbadoes if they miss this bay where no wind will damage them and all things will be had necessary to refit them."

Ships of today find the wooded sea islands of those first arrivals dotted with human habitations and with farms. They pass *Fort Sumter* where they passed a bare shoal in the channel. *Castle Pinckney* is upon *Shute's Folly*, *Ripley* on the *Middle Ground*. From beyond the bar they see,

*THE HARBOR AT THAT DATE*

instead of a point of creek-laced marsh and woodland, the skyline of one of the United States' principal seaports.

2051 \$  
Sullivan's Island  
Charleston

## SULLIVAN'S ISLAND

Sullivan's Island comes into the very earliest chapter of the history of Charleston Harbor.

It is one of those twin sand citadels which nature set—no record is old enough to say how many centuries ago—at the harbor entrance. It marks the northernmost limit of the harbor. A point upon its beach not far from Fort Moultrie is the upper reach of the harbor bar.

The entire island does not lie within the bay. Its Charlestonward, or southwest, end is connected by bridge with Mount Pleasant mainland and is between the open harbor waters and a back inlet known as Sullivan's Sound. But the greater half of it flings out to sea and up the coast. Its northeast extremity is divided from the Isle of Palms (formerly Long Island) by Breach Inlet—so called because it broke for itself a breach in the great shoal lying east. This inlet, now spanned by a bridge, is narrow, swift, and treacherous.

The island's name came from Captain O'Sullivan, elected to South Carolina's first provincial parliament of 1672, and appointed, May 30, 1674, to take charge of a signal cannon. It was stipulated that this cannon be placed "near the river's mouth" and be fired upon the approach of any vessel. It was placed upon this island; and the island was promptly called after the captain, who was, in all probability, its first white resident.



### *SULLIVAN'S ISLAND*

This pioneer watch was kept over a great many years. For, in 1694, the Legislature passed an Act for its maintainance; and, between 1694 and 1695, an "Act for the Settling of Pilots" referred to "the public watch house on Sullivan's Island." Also, it was this watch which signalled to the city the number of Spanish ships approaching in the invading fleet of August 1706.

In 1700 the Legislature passed an Act to "make Sullivan's Island more remarkable to mariners." This was followed, in 1713, by an Act "to encourage Strangers to come to this port by making Sullivan's Island more remarkable, by building a new lookout and buoying the channel."

The Act of 1787 appropriated the island for public purpose, thereby recognizing its value as a base for harbor fortification. By it, all grants of land since March 21, 1784, and all future grants, were made null and void. As a result of it, no residents could hold their land in fee simple. It was theirs only by will of the State.

A Resolution was carried in 1791 to allow such citizens of South Carolina "as might think it beneficial to health" to stay upon the island in summer, to build upon the lots assigned them, and to pay a penny a year—if required—for the use of each lot.

Between 1796 and 1799, commissioners were appointed, property assessed, streets laid out, the pest house removed, Sunday gambling forbidden.

Moultrieville is the island's oldest settlement. It was incorporated in 1817, having at that date

### *SULLIVAN'S ISLAND*

about two hundred houses, and named after the hero of Fort Moultrie. Its residents were mostly Charlestonians; and the colony was greatly augmented during summer months. Both steamboats and sailboats made the four-mile ferry shuttle between its wharf and Charleston. William Craft, in his publications of 1828, speaks of "the little city of Moultrieville."

In 1818 there was a regular patrol of the settlement and beach, and a penalty was provided for cases of failure to serve in this.

Above Moultrieville—which then stood as it does today upon the end of the island nearer Charleston and Mount Pleasant—was low woodland and bushes. This area was known as "The Myrtles," and is scene of Edgar Allen Poe's story, "The Gold Bug." Poe, while a soldier at Fort Moultrie, roamed this tract and walked the beaches. Sullivan's Island has its share of romantic and piratical tales. Moultrieville's annals do not authenticate the presence of any buried treasure; but they do authenticate the presence of trees at that period by ordinances forbidding their destruction. The cutting of cedars was only permissible when necessary to make fascines or breakwaters.

Sullivan's Island's war record is told in the story of her forts.

Her civic and social story is that of Charleston Harbor's oldest and most conservative summer resort. Others, popular today, were unbroken jungle when Moultrieville's city fathers laid out

### *SULLIVAN'S ISLAND*

her sandy streets and gave them names long since forgotten.

There is now another settlement above Moultrieville, its Post Office known as Atlanticville. "The Myrtles," driven back step by step, lie in the little space between it and Breach Inlet. Bridges and motor buses and dancing pavilions have long since arrived. Throughout the long southern summer, Sullivan's Island cottages are in great demand and her numerous boarding houses and inns are crowded.

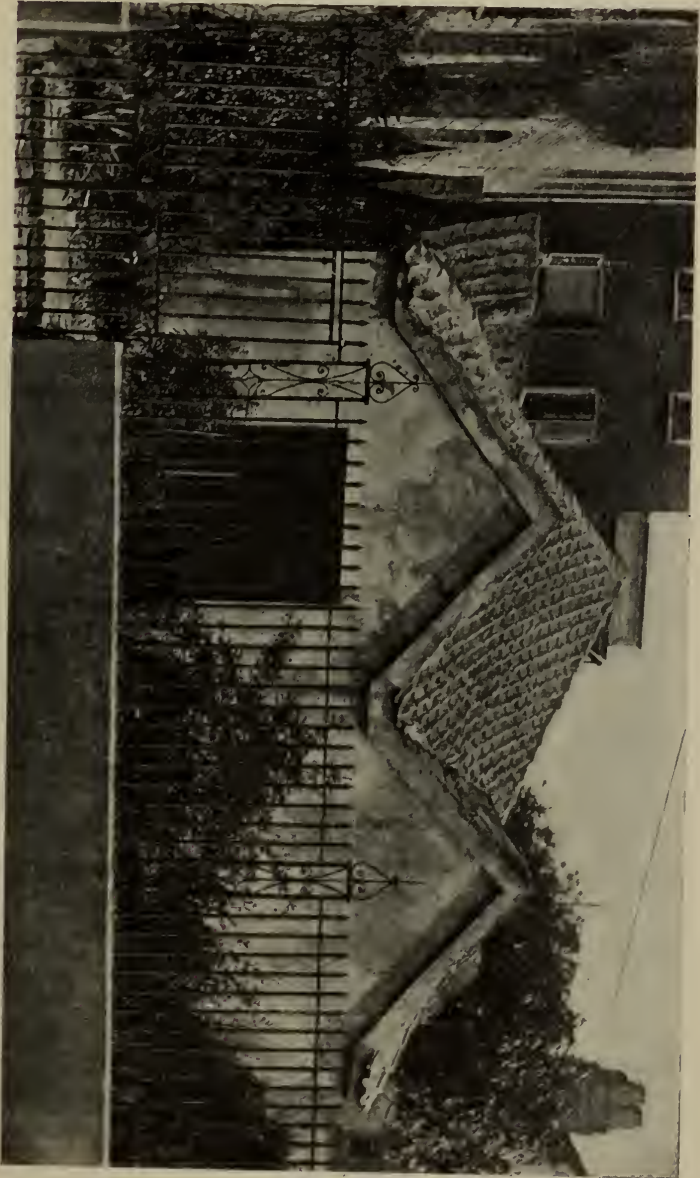
Augmented by the army Post, her population—both for year round residents and summer visitors—is far and away largest of the section's beach resorts. There are families owning summer homes who have been summering there for generations.

The outward-curving scimitar of Sullivan's Island beach looks south across the channel, east to sea, out beyond Fort Sumter, commanding the lighthouse on Morris Island and the harbor entrance. Upon this beach, just about midway of its length, is located the only United States Coast-guard Station upon the South Carolina coast. It is successor to O'Sullivan and his famous signal gun!

## OLD SEA WALLS AND POWDER MAGAZINE

The Old Powder Magazine on Cumberland Street, now clubhouse of the South Carolina Society of Colonial Dames of America, is not only Charleston's oldest building but is a relict of her earliest line of fortification against enemies by land and sea.

Shortly after settlement of the new Charles Town upon its present site, the little community was made more safe by the building of low infantry walls around it. It is probable that the very first line of these was of mere earthworks and palisades. But, even if so, they were soon replaced by the brick which earliest records show. The enclosure, following the limits of what was then the city, was rectangular in shape and only about three blocks in width by less than a mile in length. At its four corners were bastions which bore names of four of the Lords Proprietors of South Carolina. Granville Bastion stood on East Battery, at just about the location of the old Missroon house or the present Shriners' Temple. Just south of it a creek ran west along the present Water Street. From Granville's Bastion the curtain wall took the north side of this creek until it reached Colleton's Bastion at the corner of Meeting and Water. Northward it turned, along Meeting, almost to the junction of that street with Cumberland, where Carteret's Bastion formed an angle. Running east,



THE OLD POWDER MAGAZINE



#### *OLD SEA WALLS AND POWDER MAGAZINE*

on a line a little south of the lot where stands the Powder Magazine, it connected with Craven's Bastion located at the foot of the Old Market of later period. As a creek, at that date, ran west along Market Street from the Cooper, this northern stretch of wall, like the southern, had the reinforcement of a moat. From Craven's Bastion it followed the Cooper southward until it closed its parallelogram at Granville.

Carteret and that short line of northern wall were for protection against the Indians. Granville, Colleton, and Craven, with their lines, commanded approach from the harbor and were designed as sea walls of defense from pirate raids and Spanish invasions.

For Charleston Harbor, at that date, was England's southernmost outpost in America; and Spain, greedy for conquest, looked north from her Land of Flowers. She had rechristened Florida's bright waters with soft-vowelled Castilian names. Carolina's coast looked rich and fair to her haughty, hawk-winged ships.

So, in the year 1703, when Charles Town's old sea walls were being repaired, Sir Nathaniel Johnson, then Colonial Governor of South Carolina, ordered the building of a place for storing ammunition just outside the northern limits of the city.

The lot upon which the building was set was numbered 780 and had been granted, in 1694, to Pierre Buretell. In 1740 his heirs complained

#### OLD SEA WALLS AND POWDER MAGAZINE

that "the public had built a magazine upon their Lott."

The complaint seems just; for such a building is hardly a safe or desirable neighbor.

The Powder Magazine, completed between 1703 and 1707, went into action immediately, for it was used against the French and Spanish in 1706. It served its seaport well again in the Yemassee War of 1715, having been repaired just one year before that date. In 1719 we hear of it through an Act which ordered merchants of Charles Town to store their powder within it. In 1730 we see it upon George Hunter's map, standing where it stands today.

Here arises a question as to whether it was repaired or rebuilt in 1737. It is undoubtedly larger today than when originally planned. Old accounts and old pictures do not give its present red tile roof.

Whether repaired or rebuilt, it is still so ancient that it was, in 1770, condemned as too old for further use. Necessity, in the shape of the American Revolution, caused it to be used, however, for ten years longer. During the Revolution, a shell thrown from the harbor burst within thirty feet of it. The powder stored within it was then removed to safer quarters.

Today the small, one-story octagon stands upon Cumberland Street but not exactly facing it. This is because the old line of fortification, running the city's upper limits, ran from East Bay to Meet-

*OLD SEA WALLS AND POWDER MAGAZINE*

ing slightly diagonal to what is now Cumberland Street. Its small red bricks are stuccoed over, giving it the uniform color of yellowish sand. Its roof is of quaint and ancient tile, seen only in Holland and England and in the oldest cities of America. Before it are mounted two Revolutionary cannon, taken from the British against whom it defended its town.

The old sea walls have long since crumbled. Civilization has removed their very excuse for being. No longer do redmen paint themselves for battle in the woods of Charleston Neck. No longer do square rigged pirate galleys or high-pooped craft of Spain cross Charleston Bar.

But the Old Powder Magazine is a landmark and a reminder of those days. And, in the hands of the Colonial Dames, it is an appropriate shrine for keepsakes of the colony's Colonial Period.



## EARLY COMMERCE

Chief factor in bringing about Carolina's change from Proprietary to Royal Government was the Lords Proprietors' disregard of the young colony's commerce.

From the date of Charles Town's settlement they had shown themselves careless in this respect. They permitted England's merchants, in jealousy, to make them interfere with the local currency. They gave no help against the pirates who preyed upon Carolina merchantmen. They handicapped Carolina merchants, in 1712, with a restraint upon rice. Charles Town Harbor, focal point of shipping and largest port of the province, was principal loser by such a policy.

As early as 1692 it was a stirring little seaport, busied with a good trade with the West Indies and England. Its first articles of exchange were lumber, pitch, and tar, sent to those islands in return for rum and sugar, and pelts shipped to England in return for domestic utensils and clothing.

Two years later, when a Madagascan vessel was being overhauled in the harbor, its captain presented a citizen with a small bag of rice. From this gift, planted by the Charlestonian in Longitude Lane, in 1694, sprang the future and greatest export of the tidewater country.

In 1710 Charles Town had a monopoly of the rice trade. At this date there were twenty-two

### EARLY COMMERCE

vessels with regular sailings between her harbor and English ports. Even at this date, some were home built.

And at this date we find listed in the harbor's exports: "rice, pitch, tar, buck and doeskins, in the hair and Indian dressed, also some few furs, as beaver, otter, wildcat, raccoon, a little silk, white oak, pike staves, and some other sorts." These goods went principally to England. From England came iron, hardware, woolen, cotton, and linen goods, cod, and salt.

To Jamaica, Barbadoes, Antigua, St. Christopher's, Nevis, Montserrat, Bahama, and the Virgin Islands, Charleston ships carried rice, pitch, tar, staves, hooks, shingles, beef, pork, green wax, myrtle berry candles, tallow and tallow candles, butter, peas, and tanned leather. They returned with rum, sugar, molasses, cotton, fustic, braziletto, isleathera, cortex, ambergrease, tortoiseshell, salt, pimento. Barbadoes and Jamaica sent, too, English manufactured goods, claret, brandy, and slaves. From the Bay of Campeachy came longwood.

Some of these imports from New World islands were shipped again from Charles Town out to England.

To New York and Boston, to ports of Pennsylvania, Rhode Island, and Virginia, Charles Town supplied Indian slaves, deerskins, tanned leather, pitch, tar, and rice. From them she imported cod-

### EARLY COMMERCE

fish, flour, mackerel, beer, cider, and—occasionally—European goods.

All Carolina exports except rice, pitch, and tar, went to the Madeiras, St. Thomas, and Curacao. From the Madeiras, Charles Town got its finest imported wines.

The forests between its twin rivers yielded tall timber for masts and yards. It was shipped to many countries, as well as used for home manufacture.

In the early eighteenth century Charles Town Harbor was a busy sea market dotted with the white sails of her plucky little merchantmen. Against heavy odds she struggled for her commerce. She had, behind her, rich resources of virgin forest, abounding game, and splendid soil. Her first fortunes were made in commerce, her next in rice culture just then beginning to prove itself. The poor trade laws of the period encouraged traffic with buccaneers and smugglers. The pirates were at the zenith of their power. The privateers of Spain were hardly less rapacious. Even after peace had been declared with that country, her dreaded *guardacostas*, or sea police, endangered English commerce.

Change to Royal Government in 1719 was a matter of great importance to the Carolina seaports. The Crown was—until its costly mistake of the American Revolution—far more generous in matters commercial than in matters political. In 1731 it did away with the ban upon shipping rice to

#### EARLY COMMERCE

points south of Cape Finisterre. The Spanish, in 1740, commenced buying twenty per cent of the colony's annual export of that product. In addition to aforesaid countries and ports of exchange, Carolina began sending her goods to Germany, Portugal, and France. From Bremen return cargoes brought back glassware, bottles, bagging, hams, and paving stones, from Portugal fruits and wines, from France silks, wines, and brandy. Cuba added coffee and fruits to the imports received from her.

In the meanwhile, the first act of the Royal Government had been to require surveys of Charles Town Harbor and of all other havens and landing places, with the idea of erecting necessary fortifications for its recently acquired province. It also demanded regular lists of "exports and imports and naval officers' accounts."

All this gave an added impetus to trade. These itemized lists show in detail what was going in and out of Charles Town Harbor 1719-1720.

Between March 1764 and March 1765, three hundred and sixty vessels cleared her docks.

In 1765 one hundred thousand barrels of rice went annually upon these ships to forty-four different ports.

Shipping lists of the *Gazette* of the week of June 6 to 13, 1768, list one hundred and eleven thousand, three hundred and ten barrels of rice and five hundred and forty-five thousand, six hundred and

### EARLY COMMERCE

twenty weight of indigo as leaving upon Charles Town's outgoing merchantmen.

Until the Revolution, Carolina planters were accustomed to demand for their families English-made goods, so swelling imports from the Mother Country.

There is record that upon the Cooper waterfront in 1776, stores and warehouses were thick enough to necessitate tearing them down to permit fire at Sir Peter Parker's fleet.

Out of Charles Town Harbor in 1784 went the first cotton ever shipped from America. The shipment consisted of just a few bags consigned to a Liverpool merchant. Because English merchants doubted the possibility of it having been grown in America, it was held for investigation of fraud before delivery.

From 1790 to 1807 the port's trade was especially prosperous.

In the early nineteenth century, London, Liverpool, seaports of Scotland, Copenhagen, Bremen, Flensburg, Amsterdam, Lisbon, Bordeaux, and Maranha, South America, were among places which had constructed rice mills of various types to take care of the rough grain imported from Carolina.

In the early half of the nineteenth century, the *Isabel* was plying regularly between Charleston and Savannah.

The *Robert Fulton*, built in 1819, put into Charleston.

The *South Carolina*, first coastwise steamship, made the city a port of call in 1780.



## SHIPBUILDING ON THE HARBOR

Twin pioneer industries of South Carolina were shipbuilding and brickmaking.

They were the logical trades for men whose primary needs must have been (a) homes in a new land and (b) merchant vessels to establish contact with the old land they had left.

Shipyards sprang up, of course, around the bays and river mouths. The industry, most probably, started in Charleston Harbor before the end of the seventeenth century. It was flourishing there at the opening of the eighteenth; for, of twenty-two merchantmen engaged in 1710 in the London trade, a number had been built at home.

Among shipyards mentioned by the inadequate records of the time are: Hobcaw's Shipyard, on Hobcaw's Point of the mainland across Cooper River and just north of Charleston, the yard of Mr. Cornelius Dewees, upon his island, at least one yard upon Shipyard Creek, and one or more upon the Stono River.

The timber used by these builders was cut on Charles Town peninsula and on the mainland edging the harbor. The "live oak knees" of these forests was in great demand and was esteemed, even in England, as excellent material.

Hobcaw Point was, probably, best known of the harbor shipyards. It was, by turn, in the hands of various private owners and, at one time, owned by

### SHIPBUILDING ON THE HARBOR

the State of South Carolina. In 1769 it belonged to Clement Lempriere; and, in that year, he launched the two ships *Betsy* and *Elfie*. In 1771 Begbie and Manson there built and launched the *Carolina Packet* for the London trade. William Pritchard appears to have been next in possession. By 1773 twelve good ships had been set afloat from its ways. From them the sloop of war, *John Adams*, went to sea in June of 1789. Upon March 26, 1781, the Legislature of South Carolina passed an Act authorizing the sale of this yard.

Upon Dewees Island, just north of the harbor, Cornelius Dewees made a specialty of building brigantines for the West Indian trade.

A letter written at Charleston, August 5, 1825, speaks of a yard on Shipyard Creek as owned by the "late Paul Pritchard" and John Adams.

Previous to 1826 the ships *Margaret* and *Hindostan* had been launched from Charleston Harbor yards.

In 1826 the industry was at its height. Merchantmen were going to sea for many foreign ports with builder plates of the Carolina seaport in their cabins. And, besides the hundreds who must have lived upon the sea islands and upon the mainland back of the various shipyards, one hundred and twenty shipwrights, white and negro, were listed among the artisans of Charleston city.

## FORT JOHNSON

A stone's throw east of the Quarantine Station, upon government reservation on the harbor edge of James Island, an irregular mound, overgrown with grass and wild vines and shrubbery, looks out across the water to Fort Sumter.

Here stood the powder magazine of Fort Johnson, oldest fortification of Charleston Harbor, built during the administration of and named for Governor Sir Nathaniel Johnson. This grassy mound is now its only monument.

First construction on the spot took place in 1704, when the province feared a French invasion. In the year 1708, a letter sent from the Grand Council to the Queen's Officers, speaks of the "triangular fort" upon Windmill Point, which guards the harbor entrance and stands within "carbine range" of any incoming vessel.

For the ensuing half century it remained, practically, in disuse and fell into disrepair. But it was in existence all during the period of South Carolina's Royal Government; and, in 1762, "The London Magazine" refers to "a fort at the mouth of Ashley's river." It was rebuilt shortly before 1765—and just in time for the little matter of a British packet.

This sloop, bringing to the colonists his Majesty's hated stamps, was fired upon by Fort John-



FORT JOHNSON, AS SEEN FROM FORT SUMTER. DRAWN BY AN OFFICER OF MAJOR ANDERSON'S COMMAND



## FORT JOHNSON

son and driven back out to sea before she could make landing at the city wharves.

As this took place ten years before "the embattled farmers" of Concord made United States history, the old gray battery on James Island actually fired first shot of the American Revolution. A Year Book of the City of Charleston has very correctly explained why the later shot was "heard round the world" and the earlier was not, by saying: "Concord was fortunate in having a poet—Fort Johnson has ever been wanting in this respect."

The fortification of Revolutionary period was, in 1780, destroyed, but was rebuilt in 1793. As Sumter was then non-existent, the older fortress occupied not only the most important but the only position of command regarding harbor entrance. There is record, in 1812, that it was repaired and its batteries renewed.

Between this date and 1860, summer residents and other settlers took up land lying behind it upon the fertile sea island, making a popular little neighborhood.

To Fort Johnson has often gone credit for the first gun of the War Between the States. This, however, was fired by Citadel cadets from a point on Morris Island farther seaward than Johnson's cannon could have reached and upon the *Star of the West*. It was three months afterward, on April 12, 1861, that Beauregard fired from Johnson upon Anderson at Fort Sumter.

### *FORT JOHNSON*

All during the blockade of Charleston Harbor this was a point of immense importance. Upon it, Sumter, Moultrie, and the Morris Island batteries, depended guardianship of the port's main harbor entrance. Upon it and Morris Island were advancing, step by step, the blue armies which landed upon islands farther out and crossed, by pontoon bridges, until they reached Folly and threatened Charleston's back door of the Stono. All during the war, because of this importance, Confederate engineers worked at reenforcing and adding to it. By 1863 it had reached its zenith of power and strength. A part of its armament was then the famous Erickson floating battery. Fort Johnson was never captured, but was evacuated, in early 1865, along with other fortifications of the harbor and the city.

## FRENCH-SPANISH INVASION OF HARBOR AND "OLD SPANISH FORT"

Upon the 24 of August, 1706, five columns of gray smoke went up from the beach of Sullivan's Island. It was a prearranged signal between the lookout there stationed and the men who held the old sea walls and bastions of the city. As plainly as written words, the latter read that five hostile vessels were approaching.

At evening of that day a frigate and four armed sloops, with Monsieur le Feboure for their admiral, cast anchor just outside. They were French ships, but, due to the alliance between France and Spain, they carried both French and Spanish fighting men aboard. Next morning they crossed the bar and anchored in the outer harbor.

In the city and in the plantation country spreading out fanwise behind it, all was mad excitement. Sir Nathaniel Johnson, proclaiming martial law, rushed down from his plantation, "Silk Hope," on the Cooper. Companies of militia organized in the city and on the sea islands. The little settlement between the rivers was in a state of great alarm. Its only harbor defenses were then the new fort at Windmill Point, just built and named in honor of Governor Johnson, and the low infantry sea walls over which its defenders gazed at the invaders. A fleet of such strength was a dangerous menace. Had le Feboure not hesitated—and so

### *FRENCH-SPANISH INVASION OF HARBOR*

learned from experience the fate of him who hesitates—the history of Charleston City and Charleston Harbor might have been now a very different record.

Yet, le Feboure did hesitate. On August the 27 he pushed farther up the channel with four ships, a galley, and landing boats; but seeing the fortifications alive with volunteers and not knowing what strength lay behind these lines of defense, he dropped anchor just off Sullivan's Island.

Governor Sir Nathaniel Johnson evidently sensed his foe's uncertainty, for he promptly—and wisely—decided to attack. Under the hastily-commissioned Rear-Admiral Rhett, three ships, a brigantine, two sloops, and a fireship sailed out to take the offensive.

The French Admiral asked to parley. He sent a messenger to demand, in the name of the French King, the surrender of city and colony. The Governor received this message in Granville Bastion, overlooking the harbor and the white sails of both fleets. As promptly as le Feboure had asked surrender in the name of the King of France, Sir Nathaniel refused it in the name of Queen Anne of England.

The greatest of Carolina's Colonial Governors would have undoubtedly been a great Poker player at America's national game of later date. He must have known that his harbor, his city, his colony—with their inadequate fortifications and their untrained, although brave, militiamen—



#### *FRENCH-SPANISH INVASION OF HARBOR*

would be at the mercy of the vulpine vessels if they decided to swoop at once. But his magnificent bluff succeeded.

Still too uncertain of his enemy's strength, the Frenchman, instead of concentrating his own forces and directly attacking the city, divided them and sent several raiding parties ashore. One landed on James Island, one on the mainland at Dearsby's Creek (now Shem Creek), and one on Wando Neck at the rear of Sullivan's Island. The James Island party, although composed of seamen whose trade was bloody war, was out of its element in semi-tropical woods and was almost immediately frightened away by a charge of whooping redmen. Captains Fenwick and Cantey, with their forestwise militiamen, attended so successfully to the plunderers on the other side that some were killed and captured, some took to their boats, and some even tried to swim.

Tradition says that, one-third of the way from Sullivan's Sound to Breach Inlet, at a point where the creeks head coming from Breach Inlet and from Meeting Reach, a band of Spaniards took refuge upon high oyster banks. There they were captured by the Carolinians; and there are, today, Carolinians who still call that rise of oyster bank "The Old Spanish Fort."

Repulsed from both shores of the harbor, and with Rhett's ships driving down upon them, the French-Spanish fleet set sail with none of the hesitation which had marked its approach.



#### *FRENCH-SPANISH INVASION OF HARBOR*

Word came to Charles Town, twenty-four hours after, that "a ship of Force" was north, in Sewee Bay. Vice Admiral Rhett was again despatched. He took the ship, commanded by Monsieur Arbuset. She was valuable enough to have offered for her ransom "ten thousand pieces of eight."

This French-Spanish invasion marked the first naval attempt upon a harbor which was destined to go down to history, in later wars, for two of the most important blockades of the South Atlantic coast of America. And its happy ending marked the end of Spain's dream that Carolina was but a part of Florida.

## OLD EXCHANGE AND CUSTOM HOUSE

Not only the stately old building at the foot of Broad Street on East Bay, but the very ground upon which the building stands, has been, since 1680, connected with the history of Charleston Harbor.

As early as this date, the plot of ground was dedicated to a public building of the new Charles Town. In 1704 the Palace at Arms or Court of Guard stood upon the spot. It served both as administration building and Provost; and in its dungeons were incarcerated, that autumn of 1718, Stede Bonnet and his fellowship of Carolina buccaneers.

There is record that, in 1767, the Custom House was located in "the old Council Chamber over the Guard Room" in this building. In the same year plans for the "New Exchange and Custom House" were spoken of in the *Carolina Gazette*. Early in the year 1772 its contractors received payment for its completion. Surmounting it was a cupola, designed as a lookout and watch tower for seaward observation.

The observatory of J. M. Elford, author of the "Marine Telegraph or Manual Signal Book," located at 149 East Bay over his "Navigation School," seems to have replaced this cupola in 1822, before which date the latter had been removed. Elford's observatory was high enough to command Sul-



THE OLD EXCHANGE AND CUSTOM HOUSE

#### OLD EXCHANGE AND CUSTOM HOUSE

livan's Island, Fort Johnson, and the bar itself. The approach of sailing vessels was from here signalled to the city by the showing of white balls, one each, for every fore-and-aft rigged vessel in sight, and black balls, one each, for every square rigged craft in sight.

Later the cupola was rebuilt upon the Custom House or Old Post Office, and approaching shipping was signalled thence by flags. Still later it boasted an achromatic telescope with range of twenty miles out to sea.

This second cupola was designed by the artist, Charles Fraser, and was erected by J. H. Seyle and Albert Elfe. It is shown in several old prints of the city and waterfront. Both it and the building beneath it were severely damaged by the earthquake of 1886.

The Old Exchange and Custom House originally fronted east, looking out upon the harbor. At the time of its building nothing stood between it and the water which came up much nearer the noble stone piazza of that day than it comes to the rear elevation of the present.

From the time of its building, both civic business and commerce were transacted within it. It was place, in July 1774, of that illustrious meeting of Provincial Congress which brought into being the first independent government in America and also named delegates for Philadelphia's General Congress. It served as storehouse for the first cargo of taxed tea sent to Charleston. This cargo

### OLD EXCHANGE AND CUSTOM HOUSE

was forcibly held, by citizens, at the Old Exchange to prevent its sale, while the second cargo was, in November 1774, there thrown overboard by Charleston merchants.

At this stately landing, looking out across blue water upon Castle Pinckney and Mount Pleasant's mainland, came ashore South Carolina's Colonial and Royal Governors and other guests of note. In the dissatisfaction which preceded the American Revolution, Lord William Campbell's commission was read from its pillared portico while the colonists stood around in resentful and foreboding quiet.

During the Revolution, General Moultrie housed his whole powder magazine in its northeast cellar and, by so doing, preserved it for the Continentals' use.

During the Revolution the central part of its cellars—damp, dark, and cold—was used by the British as "Provost." Half a hundred of the finest names of the province, and numbers of less important ones, suffered imprisonment in these dungeons. Best known of them is probably the wronged and martyred Colonel Isaac Hayne. From a higher room of the building the Capers brothers made their spectacular escape at this same period.

The Exchange served as State House after the latter had been burned in the fire of 1788. As long as Charleston was capital of South Carolina, the governors of the state were formally proclaimed from its steps.



### OLD EXCHANGE AND CUSTOM HOUSE

Ferrying across the mouth of the Cooper River from the King's Highway, on his Southern Tour of 1791, George Washington was first taken to this, most important building of the city, for his first review. During his stay in Charleston it was scene of the magnificent and "sumptuous" entertainments given in his honor. In 1819 it was visited by another president, James Monroe.

Town meetings and other convocations of size and importance were always held here until, in 1818, it passed from city ownership into Federal ownership. The government employed it as Custom House and, until the building of the present Post Office, for that purpose also. Hence its most popular name of today: "The Old Post Office at the foot of Broad Street."

In 1898 the Lighthouse Service came into possession of the famous edifice.

In 1913, by a measure of Congress, it was given in trust to the South Carolina Daughters of the American Revolution, who preserve it today as a sacred landmark.

The Sixth District of the United States Lighthouse Service has headquarters within it. During the World War it was offered by the Rebecca Motte Chapter of the D. A. R., and accepted by the War Department as an office building for their workers.

A tablet of bronze, placed by the Sons of the American Revolution upon its facade, commemorates past splendors of this old gray veteran.



### *OLD EXCHANGE AND CUSTOM HOUSE*

Across blue Charleston Harbor, it still looks today—as it looked out in earliest days for prowling Dons and buccaneers—as it looked upon His Majesty's sloops bearing the tea of a hateful tax—as it looked upon the red flashes of General Moultrie's and Sir Peter Parker's and of Beauregard's and Anderson's guns—as it looked upon the armored Leviathans of a later and a world wide war!

## THE PIRATES

Sketches of Charleston Harbor have room for tales of Carolina piracy only inasmuch as it touched the port. This it did upon several occasions, and naturally, as the then Charles Town was largest and richest city of all the province.

As Blackbeard was to North Carolina waters, Stede Bonnet was to Charleston Harbor. The tragic figure of the gentleman planter from Barbadoes—probably the most romantic figure in all western piracy—is inseparably connected with its history.

The first record of his appearance here is the account of a midsummer day in the year 1717, when he arrived to anchor just off the bar and lie in wait for trading vessels. Upon this visit he captured both a sloop and a brigantine.

Just about a year later he returned with the sea-wolf fleet of a certain sea-fearing gentleman whose name had once been Drummond, but who was also known as *Captain Thatch*, *Edward Teach*, and *Blackbeard*. Their first move was to capture the pilot boat—most probably to cut off communication with the city. Eight or nine outgoing merchantmen fell prey to them before they selected, from one of these, a number of prominent Charlestonians as hostages. The pirate admiral then sent his lieutenant, Richards, into Charleston to demand of Governor Johnson an outfit of medical

## THE PIRATES

supplies. If these were refused, Richards promised, Blackbeard would promptly send in the heads of these prisoners to their fellow citizens. While the governor and his council were anxiously debating what to do, the sea rovers swaggered insolently up and down East Bay. Knowing that Blackbeard would most certainly carry out his threat, Governor Johnson sent the medicines.

It was from Charleston Harbor that Colonel Rhett set sail in September of 1718 with the *Henry* and the *Sea Nymph*. City and province had been driven beyond endurance by the buccaneers; word had come that Bonnet was careening a ship in Cape Fear River; and the Carolinians had volunteered. Back to Charleston Harbor they returned in triumph, after that victory, bringing thirty-odd prisoners—Stede Bonnet, David Herriot, and Ignatius Pell among them.

Bonnet and Herriot managed to escape from their dungeon, embark, and get clear of the harbor; but they were forced, by bad weather and by hunger and thirst, to turn back and were recaptured on Sullivan's Island, where Herriot was killed.

In the meanwhile, their fellow outlaws had been sentenced and executed. And Bonnet then began his bitter, desperate fight for life.

While this went on there appeared off the bar another, and an infamous, pirate known as Moody.

Governor Johnson, sworn foe of all who "sailed on the account," began at once to make ready a little fleet. Taking the captured *Royal James*, the

## THE PIRATES

*Sea Nymph*, the *King William*, and the *Mediterranean*, they camouflaged by covering guns and keeping their men under hatches as they sailed, like peaceful trading vessels, in a misty daybreak, down the channel. Hoisting the skull-and-crossbones, the freebooters swooped upon the supposed merchantmen.

The battle commenced just within harbor limits. It ended with a victory for the Carolinians. Until its end they did not know that they were engaged not with Moody but with Richard Worley—said by many to be the fiercest pirate of the New World—Moody having sailed on during the night before and Worley, oddly enough, arrived in time to take his place at the port's gateway.

Worley was killed upon his sloop, *The New York Revenge*. In addition to the sloop, the victors found themselves in possession of a second pirate ship and found that it carried one hundred and six prisoners under hold. These were servants and convicts being sent from England to the colonies on the vessel *Eagle*, which had been taken by Worley off the Maryland coast.

One of the strangest suits ever brought in Admiralty was to take place later on at Charles Town about this *Eagle*, re-named by Worley *The New York Revenge's Revenge*. In a legal battle of claims from the volunteers who had captured her and from her owners, the famous Judge Nicholas Trott decided that the white men and women whom she was carrying should either be assigned for their

### THE PIRATES

terms or sold to any purchasers and proceeds sent to her owners by her mate.

But, before this case came up, Stede Bonnet's last appeal had failed. It was the twilight of the pirates. Their victims' blood stained many seas. It had run red in Charleston Harbor too.

All clemency was denied. He was sentenced by Justice Trott. And as his men and Worley's had been hanged, he was hanged, at low water mark, and buried in the marsh of what was then White Point Gardens and is now East Battery.

After all this, Charleston Harbor saw little more of the sea rovers. A war vessel was, for some time, stationed in it to protect the city.

But, as Blackbeard was to Ocracoke and as Sir Henry Morgan was to the West Indies, so Stede Bonnet was to Charleston and her harbor. With his first coming came her time of battle with the buccaneers. When the aquamarine of her tides once shrouded in death the mystery of his life, that time of stress was over and her commerce was safe again.



CHARLESTON LIGHTHOUSE



## CHARLESTON LIGHTHOUSE

Charleston is Headquarters of the Sixth District, United States Lighthouse Service, extending from New River Inlet, North Carolina, to Hillsboro Inlet, Florida, and including all navigable rivers, bays, sounds, and inland waterways. Four lighthouse tenders make the harbor their home port. A new lighthouse depot, with its own wharves, has been built in a wing of the old Chisolm rice mill on Ashley River at the west end of Tradd Street. Headquarters are located in the old Exchange or Custom House—better known as the Old Post Office—and Superintendent of the District is Mr. H. S. Beck.

But the first stone of Charleston Lighthouse was laid before the United States government took over the seacoast lights—before there existed a government to take it. For Charleston Lighthouse is listed as one of the eight first lighthouses built by England's maritime colonies in America.

The earliest structure of which there is conclusive record was commenced in 1767. Judged by the tracing on a lead plate found in the cornerstone of the second building's ruins when the third was started in 1876, this was a small octagonal tower suitably arranged for the primitive illuminants in use at that day.

Along with the lead plate bearing a reproduction of that earlier lighthouse, was found in the stone



PHOTOGRAPH OF LEAD PLATE FOUND IN CORNERSTONE OF  
SECOND CHARLESTON LIGHTHOUSE AND SUPPOSED TO BE  
DRAWING OF FIRST LIGHTHOUSE, BUILT 1767

### CHARLESTON LIGHTHOUSE

a copper plate inscribed with date of its erection and names of the reigning king of England, governor and lieutenant-governor of the Province of South Carolina, Commissioners, Architect, Engineer, Clerk, and Bricklayer.

This small octagonal tower of the lead plate was Charleston Lighthouse when, by Act of August 7, 1789, the United States accepted from the States title to and joint jurisdiction over the seacoast lighthouses of her new nation. One year later South Carolina ceded to the Federal government the lower end of Morris Island upon which the lighthouse stood.

An Act of Congress approved August 18, 1856, contained the following provision :

"South Carolina.—For a first order lens apparatus, placing the same, and rebuilding dwelling for keeper and assistant, at Charleston light-house, fifteen thousand dollars."

"For a keeper's house on Morris Island, Charleston Harbor, in place of the one destroyed by the storm of September, eighteen hundred and fifty four, two thousand five hundred dollars."

In 1857 the lighthouse was rebuilt and the lead and copper plates—evidently—placed in cornerstone of the new structure by its builders. The Light List of 1863, which is the oldest copy available, gives the following information about it :

"Location: On Morris Island, and on west side of ship channel into Charleston Harbor, S. C.; Fixed white light of the 2nd Order; Height of light above sea level 133 feet; When rebuilt: 1857; Remarks: This light and the beacon in front are used as a range for crossing the bar of the main channel; Color of tower: White."



## CHARLESTON LIGHTHOUSE

During the Confederate War this second building was wrecked. Its ruins were used, between 1861 and 1863, as a lookout station by the Confederates entrenched on Morris Island.

Putnam's "Lighthouses and Lightships of the United States," which mentions Charleston as one of the Colonial Lighthouses of the Atlantic coast, gives the following page of Lighthouse Service history during the period of that war:

"The first incident of the Civil War affecting the Lighthouse Service occurred at Charleston. On December 18, 1860, the lighthouse inspector at Charleston reported as to the probable seizure of lighthouse property there. On December 20, 1860, Commander R. Semmes, then Secretary of the Lighthouse Board, wrote to the Secretary of the Treasury that he would not recommend that the coast of South Carolina 'be lighted by the Federal Government against her will.' On December 24 the Secretary of the Treasury declined to issue instructions in the matter. On December 30 the lighthouse inspector informed the Lighthouse Board that 'the Governor of the State of South Carolina has requested me to leave the State. I am informed that forcible possession has been taken of the lights, buoys etc., of this harbour, and that similar measures will be adopted in regard to all the lights in the State.' Early in January the Rattlesnake Shoal Lightship was towed into Charleston and the lighthouse tenders were seized. By the latter part of April, 1861, practically all lights were extinguished, lightships removed, and other aids removed or destroyed, from the Chesapeake to the Rio Grande, with the exception of some of the lights on the Florida coast and reefs. In all one hundred and sixty-four lights were forcibly discontinued on the Southern coasts. These were relighted from time to time, and by 1866 the greater part had been restored. The Charleston channel was remarked promptly on the occupation of the city in February, 1865."



## CHARLESTON LIGHTHOUSE

In 1876 the present Charleston Lighthouse was erected to replace its predecessors. Situated, as they were, upon the southern end of Morris Island and four miles southwestward of the harbor entrance, it rears a tower 155 feet in height and horizontally banded with black and white. Its group flashing white light is of the First Order, 50,000-candlepower, electric incandescent, and has a visibility of nineteen miles at sea. An iron stairway of nine flights leads to its lantern. Parapet, gallery, and supporting brackets are of iron. Brick tower, thirty-three feet in diameter at base, stands upon a foundation of two hundred and sixty-four piles overlaid by a grillage filled with concrete and built up with rubble masonry.

Flanking the main light, five and a half miles seaward of the jetties' end and the harbor entrance, is Charleston Lightship, moored in seven fathoms of water on the Fort Sumter range line. *Charleston* is lettered in white upon her red hull; her mast is red, her cylindrical lantern and smokestack black. Her forestay riding light is white. She is fitted with a steam whistle blast fog signal and an emergency bell. Her light is white, group flashing, and visible for twelve miles.

Minor Lights and Buoys and Beacons, too numerous to mention, guide incoming and outgoing ships through the jetties and between the harbor bar and the docks. Many of these aids to navigation have location upon forts and other historical places. Until a comparatively recent date, the



### CHARLESTON LIGHTHOUSE

rear light of Fort Sumter range burned in the tower of St. Philip's Church. Inland waterways for the smaller shipping, extending up the tidal rivers and along inlets and creeks between sea islands and main coast, are as thoroughly marked.

It is a far cry from the efficiency of today's government supervision back to the small eight-sided tower of Charleston's main light in 1767. Its fuel must have been fish oil, burned in a spider lamp at whatever height it rose above sea level; for the reflector system was not in use until 1812, and the Fresnel lenticular apparatus not until 1850.

And many believe—although it has not been proven—that an even earlier lighthouse of some kind preceded that of 1767. It is credible, even logical, because of Charleston Harbor's commerce. Perhaps the colonists of the middle eighteenth century considered their octagonal structure of our quaint lead plate a mark of modern progress. Perhaps it replaced some even quainter erection where smoked tallow candles or the first crude "fier balls of pitch and ocum," burned in open brasiers along the Atlantic coast.



FORT MOULTRIE FROM BOWMAN'S JETTY

## FORT MOULTRIE

Three different forts have stood, at different dates, on or near the site of present Fort Moultrie.

During the winter of 1776, in anticipation of an invading British fleet, work was there begun upon a fascine battery of palmetto logs. By the month of June there was completed a square, seven feet high on its northern front, having bastioned angles, and large enough to contain a thousand men. Even before its completion General William Moultrie had come into its history, having been sent from another post to take command and to hasten work upon it. It was called Fort Sullivan, after the island upon which it stood.

Colonel Thompson's battery was, at the same time, thrown up upon the northeastern end of the island, to reenforce Fort Sullivan and to command approach from what was then Long Island and is now the Isle of Palms.

These—the two earliest fortresses of an island reserved, later, by the State for purposes of defense, and now thoroughly fortified by the national government—looked south across Rebellion Roads at that older warrior, Johnson. As long as eleven years before, she had fired upon His Majesty's sloop bringing His Majesty's stamps to an unwilling people. Charleston—never the calmest spot of a commonwealth which has never claimed calmness as a virtue—was seething like the Roads in storm

## FORT MOULTRIE

as her Young Majority flung defiance in the face of a Tory Minority which tried to rule. The handsome young Lord William Campbell—last of South Carolina's Royal Governors—had been truly distressed by the undutiful behavior of the uncouth provincials and done all he had time to do, between nocturnal balls and diurnal visits of his hairdressers, to bring them to their senses. Forced to realize that such daring leaders of the populace as Drayton, Rutledge, Gadsden, had more influence than had a king's commission, he had betaken his handsome person, his kind heart, and his not-too-clever brain out of the rebellious province and embarked on *H. M. S. Tamar*.

Untouched by it all, the soldier-engineer, Moultrie, had worked—worked grimly, determinedly—until from the finished Fort Sullivan he flung high a blue flag with a white crescent and the word *Liberty* upon it. It was first American flag ever flown in the South; and it was run up to meet the attack of Admiral Sir Peter Parker's fleet, upon June 28, 1776.

The repulse of the British fleet ended the largest and most important battle fought in Charleston Harbor during the American Revolution. Immediately after the victory, the name of Fort Sullivan was changed to that of its valiant commander.

After the Revolution it stood for years in disuse and, by 1796, had been practically destroyed by tides and weather. In that year the United States government accepted from the State a four acre

### FORT MOULTRIE

reservation and rebuilt it. The beach was, at the time, washing badly; Bowman's jetty had not been constructed; by 1807, most of this second fort, and of the reservation as well, had been taken by the sea.

In 1809 plans for a third and far more powerful Fort Moultrie were drawn by Major Alexander McComb, Engineering Corps, U. S. A., and, by 1811, the work was completed. It was of brick, reinforced with sand, mounting forty guns, and presenting a triangular battery to the sea. Barracks capable of accommodating five hundred men and officers were built, and the garrison was fixed at three hundred and ninety. Although damaged more than once by warfare of man or of the elements, although improved, reenforced, and flanked almost beyond recognition by other batteries, this third structure stands as Fort Moultrie of today.

Major Robert Anderson, U. S. A., was occupying it in 1860. During the last days of that year he put it out of commission by spiking guns, et cetera, and moved to Sumter. The Marion Artillery, Lafayette Artillery, Washington Artillery, First Regiment Volunteer Artillery, and Fourth Brigade South Carolina Militia were immediately put in charge. Strengthened by other militia and commanded by Colonel R. S. Ripley, they assisted in the reduction of Sumter four months later.

For the rest of the Confederate War, Fort Moultrie was garrisoned by the First South Carolina Infantry. It took part in repeated exchanges with



## FORT MOULTRIE

the Union Squadron and in the defense of Morris Island. During this period Batteries Beauregard, Bee, and Marshal were built by the southern engineers upon Sullivan's Island at points farther northeast.

A Year Book of the City of Charleston for 1883 says of Fort Moultrie:

"Since the war great changes have taken place and its armament comprises twelve 15-inch guns in barbette and four 13-inch mortars. The entire space inside the fort is now an extensive bombproof for the protection of the garrison when engaged with an enemy. The garrison in future will be quartered outside the walls and occupy the fort only when engaged with an enemy."

Those four acres washed into the sea more than a century ago have grown into the army post of United States Coast Artillery which, today, centers around the Revolutionary fort and bears its name. Bowman's Jetty, constructed in 1878, keeps the beach from washing. Above the original fortification stretches a line of powerful modern batteries. Modern officers' homes and barracks, with Post Theatre, golf links, and other accompaniments, form a busy little community where Moultrie's Carolinians first cut their palmetto trees and bound them into fascines for Fort Sullivan. A paved automobile road passes the original brick entrance to the building of 1811. Just to one side of it, behind the great oleander trees, is the tomb of the Seminole Chieftain, Osceola, who died a prisoner within. Several miles northeast, the same road passes another and large reservation of the



### *FORT MOULTRIE*

rifle range. Fort Moultrie is now one of the Coast Artillery Posts of the United States of America.

Yet, notwithstanding modern progress, her high note struck when a blue flag flung free above her ramparts of palmetto logs in 1776—when heroic Sergeant Jasper leapt upon those ramparts under fire from the British ships to raise that flag and set it back upon its broken staff!

## A SOUTH CAROLINA NAVY

Between 1777 and 1778, South Carolina—having just emerged from the crysalis of a colony and found herself winged with the full responsibilities of a state—decided to establish a small navy.

The decision was practically forced because of her necessity for protecting the commerce going in and out of her three harbors: Charleston, Port Royal, and Winyah Bay. Charleston—largest and most important—was headquarters or base for this small flotilla.

It consisted of ten sail: three ships and seven brigs. In the first class were the *Randolph*, carrying thirty-six guns, the *Prosper*, carrying twenty, and the *General Moultrie*. The brigs *Hornet*, *Fair American*, *Polly*, and *Notre Dame*, were presumably home built at one of the yards on the harbor. The *Comet*, the *Defense*, and the *Beaufort* had been schooners and were, in this year, made over into brigs.

The young state attempted to have three frigates built in Europe. Her attempt was disastrous, as the men and vessel paid for in Carolina money were, in at least one instance, used for an expedition entirely foreign to Carolina interests.

The Navy of South Carolina took no great part in any naval battles of the period. It had its being at a time when navies looked after their own merchantmen and played privateer upon the foe's with

*A SOUTH CAROLINA NAVY*

equal zest. It was, unquestionably, a safeguard to the important trade depending upon Charleston Harbor for entrance and outlet; and Charleston, then state capital, was its home port.



CASTLE PINCKNEY

## CASTLE PINCKNEY

No more than a mile northeast of East Battery, washed by the meeting waters of Rebellion Roads, lies a picturesque little marsh island known as Castle Pinckney or Shute's Folly.

About our earliest record of it is a grant to Colonel Alexander Parris in the year 1711. In this document it is mentioned as being two hundred and twenty-four acres in area at low tide.

After remaining in the Parris family for several generations, it was sold to Joseph Shute, who is thought to have been one of the few Quakers settling in South Carolina. From this owner came its name of Shute's Folly, about which so many speculations have been made.

*Folly* is an old English word. One of its definitions is "a clump of fir trees on a hill." Another is "an object in thick woods." An even older form if it is "volly." Example of this is "Volly Hill" at Hampstead Norreys. The word *Folly*, at a later date, came to be applied to any thicket or densely wooded spot. Carolina buccaneers were accustomed to speak of Carolina's jungular sea islands as *Follies*.

*Folly* seems closely enough akin to *foliage* to suggest its derivation and justify its use. Belief in it would at least relieve one of trying to believe the many unauthenticated and highly imaginative tales told of different men's foolishness in buying



OCCUPATION OF CASTLE PINCKNEY BY THE CHARLESTON MILITIA



### CASTLE PINCKNEY

or planting the several islands and beaches which have, at one time or another, borne the name.

Shute's Folly is said to have been under cultivation in 1730 and to have been covered with groves of orange trees. If, before its barrenness of today, were blossoming and fruitful orchards, it is not only possible but more than probable that before man's occupation nature had already sown it with the dense growth of the South Atlantic coasts.

In 1794 President Washington decided to fortify the port and harbor of Charleston and, acting under orders from the Secretary of War, Paul Hyacinthe Perrault chose, upon this small marsh islet, a suitable location for a post of defense. In 1797 the building was begun. An article copied from "The Rosebud," December 8, 1832, says:

"After the Revolutionary War, in 1798, and during the administration of Mr. Adams, in anticipation of a war with France, our government erected a fort or castle and denominated it Castle Pinckney in compliment to Charles Cotesworth Pinckney, ambassador to France, who just about that time returned home. Charles Pinckney was at the same time governor of South Carolina, but the compliment was paid to the ambassador. This fort had not been built upon a stable foundation, for it was some time afterward washed away."

It was, in fact, destroyed by the gale of 1804. Rebuilt in 1810, it was, at that date, considered largest, strongest, and most important fortification in the harbor and was generally spoken of as Castle Pinckney.

Military engineering, however, was not at a standstill and, a half century later, when Captain

### CASTLE PINCKNEY

Farley's artillerymen were in occupation during the Confederate War, it was considered too small and too near the city to be counted upon for anything more than a post of second line defense.

Not until after 1890 were the old walls and casemates of this second fort destroyed in order to build upon the spot a station for the Lighthouse Service. The hard beach of Shute's Folly is suitable for careening vessels of not too great size.

In 1916 it was abandoned by the Lighthouse Service, and it is now used by United States Harbor Engineers as Supply Depot for harbor improvement.

Part of the island yet remains in private ownership, as it was in long-gone days. Only the higher southern end, occupied by government buildings, is government land.

Incoming craft know it today by its flashing red gas buoy and by the fixed red light upon its pier-head.

Time has hammered its sword into the proverbial ploughshare!

Along with other fortresses which once defended Charleston Harbor, it is now counted among the minor lights and buoys which serve to guide the ships of every nation through her channel to her docks.

But—more fortunate than Ripley; more fortunate than grass-grown Johnson and the Morris Island batteries long crumbled into sand!—it has been made by Congress a national monument.

## FORT SUMTER

Carolina buccaneers, steering their predatory craft across Charles Town bar into the funnel of the low sea islands, passed not far from a small shoal lying in middle water of the narrowest part of the harbor entrance.

Flocks of seabirds, its only life, rose, crying, as the pirates passed, mewing and circling harmlessly above the square-rigged, black-flagged ships.

Between their partly submerged resting place and the undefended shore of Sullivan's Island, must have sailed the *Royal James*, the *Queen Anne's Revenge*, the *New York Revenge*, and all their sisterhood.

Fully a mile and a half southwest, one lonely fortress was visible upon the nearer side of James Island; but it was not garrisoned then, nor—had it been—within the gun range of the day.

For such was Charleston Harbor during the first hundred years of its history. Until the building of Fort Sullivan (Moultrie) in the spring of 1776, Fort Johnson was its only guardian. At that important date, the site of the present Fort Sumter was no more than a sandbar; and upon that sandbar, during the Battle of Fort Moultrie, June 28, 1776, the British sloop, *Actaeon*, of Sir Peter Parker's fleet, ran aground.

But, in 1829, the United States government recognized the strategic value of that two-and-a-



FORT SUMTER

## FORT SUMTER

half-acre shoal which was half-way house between Sullivan's and Morris Islands. In that year began the ten year task of laying upon its natural sand foundation a base of artificial rock and of raising this above high water mark.

The citadel was named for one of South Carolina's most illustrious soldiers of the American Revolution: General Thomas Sumter.

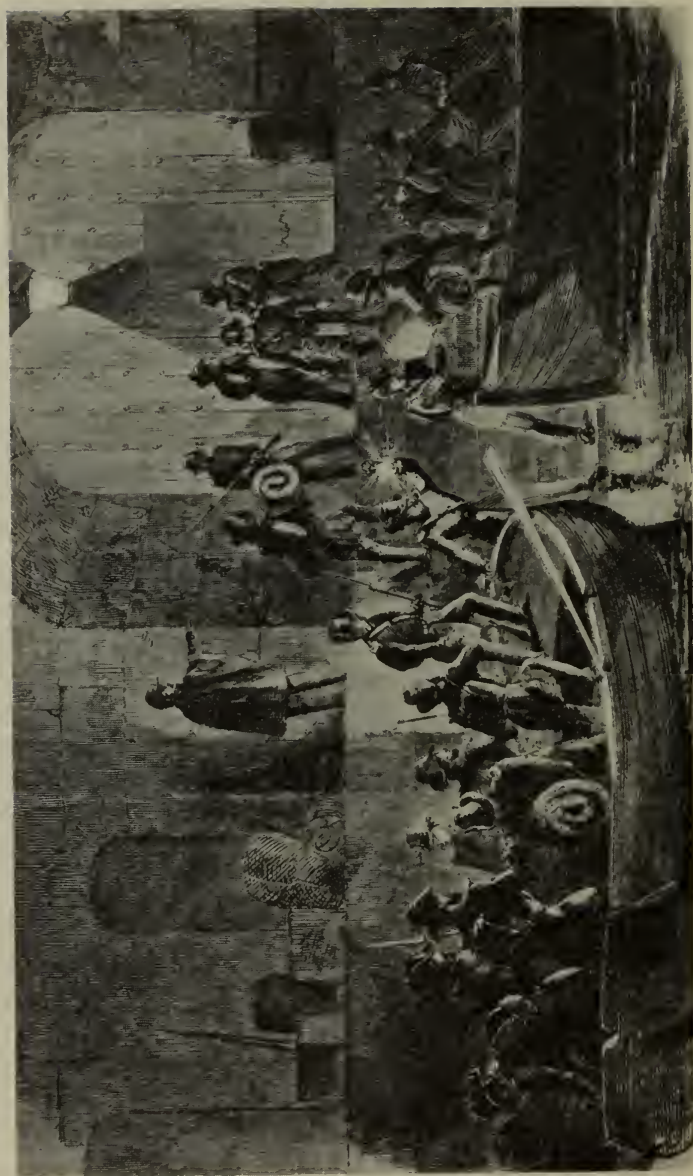
The original walls were pentagonal in shape, about forty feet high, and built of cemented oyster shell and gray Carolina brick. Embrasures were reenforced with *beton*, a composition of powerful resistance then in use for military construction. The enclosure was one and a quarter acres.

Three and a half miles away, upon fashionable East Battery walk, Charlestonians paused to gaze seaward and point out to each other the work commencing.

None dreamed that, before the work's completion, the young fort coming into being before their eyes would be involved in Civil War—would don her mail and receive her baptism of fire before she ever reached maturity—would know the agony of divided loyalties as she turned her guns against first State then Nation. None could foresee that her defense of the South Carolina harbor would be likened by British and American authorities to outstanding defenses of military history.

It was because of Sumter's advantageous position that Major Robert Anderson, after nightfall of December 26, 1860, transferred his two com-





OCCUPATION OF FORT SUMTER BY MAJOR ANDERSON'S COMMAND



## FORT SUMTER

panies of artillerymen, then occupying Fort Moultrie, to the yet unfinished fortification lying in mid channel one mile off Sullivan's Island. On January 9, 1861, the sloop, *Star of the West*, attempted to get in to them, with a cargo of Federal soldiers for reenforcement, guns and other supplies; but, before she could make a landing, she was driven back by The Morris Island Batteries. Upon the 12 of April the bombardment of Sumter was commenced by her sister fortresses of Charleston Harbor. Upon the 13 of April she was surrendered by Major Anderson to Brigadier-General G. T. Beauregard, C. S. A.

From that time until her evacuation near the end of the war, she was in Confederate hands and was chief citadel of the harbor and the city. Her commanders were, successively: Colonel A. Rhett, Major Stephen Elliott, Captain John C. Mitchell, (who died defending her) and Captain Thomas A. Huguenin. From April 7, 1863 to February 17, 1865, she was under fire, suffering three bombardments terrific enough, and almost long enough, to be dignified as sieges. She was reported as "demolished, though not yet silenced." Under fire, her garrison set about repairing breaches and strengthening her walls with native pine and palmetto.

On February 17, 1865—one day before the evacuation of Charleston—she was evacuated and, according to orders, left intact by the departing Confederates.

## *FORT SUMTER*

Since that day her guns have spoken only in practice or in salute. She has been repaired, practically rebuilt, by the United States government. Her armament has been entirely replaced and brought up to date. A small garrison regularly occupies her. Sight-seeing parties land and inspect her strip of beach, her parade, her walls, her dark, damp stairways leading down to the old powder magazine.

Neither Spanish-American War nor World War came near enough to touch her. She is first and last a thing of defense. Her reason for being is to guard the channel leading to her harbor.

## MORRIS ISLAND

Morris Island, southern stronghold of Charleston Harbor and foundation of Charleston Lighthouse, is a sandy strip of less than four miles in length from its northern to its southern extremity.

Long ago, it was divided into three smaller islands by creeks or inlets which have since filled up with silt and wind-blown sand. The most northerly of these islets, and that nearest Charleston, was named Cummings' Point. It is the seaward limit of Charleston Harbor on the South. The second or middle islet was called Morrison's Island. The third or farthest south was known as Middle Bay Island and was ceded, in 1790, by the South Carolina Legislature, to the United States government, because of and for purposes of the lighthouse then standing upon it.

On account of its sentry-like location just south of the outer harbor, fortification of Morris Island has been important whenever invasion threatened the port. In early 1861 the Confederates began hurriedly building batteries upon it in order to reduce Sumter, held then by Major Anderson, U. S. A., Of these Confederate works, Gregg, built of sand on Cummings' Point, and Wagner, three-quarters of a mile farther south, were most notable. They were named, respectively, for Brigadier-General Maxcy Gregg and Lieutenant-Colonel Thomas Wagner, C. S. A. Battery Wagner, later on, was



BEACHES OF WHITE SAND

### MORRIS ISLAND

dignified by the name of Fort Wagner, because of her increased strength and of the part she played as one of Sumter's outposts during the War of Secession.

Confederate fortifications on Morris Island were evacuated in September 1863 before the march of the advancing Federal armies. The latter immediately took possession of those and built others. By then the island was heavily fortified and proved a powerful sector of Brigadier-General Quincy Adams Gilmore's threatened "Ring of Fire" around Charleston.

Working by means of and under shelter of a Flying Sap, the Union engineers, as they crossed from Folly Island, began to establish a ladder of batteries from the southern end of the island toward the city. These were: Kearny, Chesterfield, (Gregg, renamed) Kirby, Strong, Stevens, O'Rorke, Reno, Hays, Weed, a naval battery, Reynolds, Brown, Rosecrans, Mead.

But long since, from Morris Island, has "the tumult and the shouting" died, long since "the captains and the kings" departed!

It is occupied today only by the lighthouse keepers, who have a dwelling in the shadow of the great, striped tower.

To sea and harbor it presents broad, bare beaches of white sand. Behind them is low, scrub woodland. Back of this—dividing Morris from James Island on the West and making the former insular—runs Lighthouse Creek. The narrow body







### *MORRIS ISLAND*

of salt water which separates Morris from Folly, on the South, is marked on harbor charts as Lighthouse Inlet and is sometimes called Morris Island Inlet. Upon Morris Island are several fresh water ponds. This is an unusual feature; for South Carolina sea islands are by no means lacustrine.

The island—with exception of the government reservation around the lighthouse—is now property of Mr. W. H. Cogswell of the Main Conveyance Office in Charleston.

## THE SCHOOL SHIP

There are few Charlestonians now left who remember the School Ship of the middle nineteenth century as anything more than a name. Yet she played a part not unimportant, although brief, in Charleston Harbor's story.

She was the three-masted vessel, *Lodebar*, sent here some years before the outbreak of the War Between the States for the purpose of affording a training school to lads with naval inclination. Her coming was fostered by the Charleston Port Society. Her commanding officer was Captain Aimar, her chaplain Rev. W. B. Yates, her surgeon Dr. Snowden. Many Charleston boys were ranked among her cadets.

The *Lodebar* rode at anchor off South Battery, just at the foot of King Street. From that anchorage she occasionally sailed for short cruises or manoeuvres.

The Confederacy's dire need of men called the young sailors from her deck. This same need caused the *Lodebar*, herself, to be converted, later, into a southern blockade runner. From her quiet anchorage in the harbor, she sailed to join that perilous flotilla in its work of bringing supplies to the blockaded southern seaports.

## FORT RIPLEY

Upon a day in the year 1862, deeply interested citizens of Charleston were watching the completion of a large raft or grillage, at least sixty feet square and made of hewn timbers 12x12 inches or larger, which had been under construction upon the waterfront. At its completion it was towed out to the edge of that great shoal called The Middle Ground and, at a point about two miles from Fort Sumter and about a mile and a half from East Battery, was loaded with rock until it sank. Rock was then piled upon it to build retaining walls for the earth and the gun positions within.

Tradition has said that this rock was cobblestones ripped up from Charleston's streets in patriotic haste as she girded herself for the coming conflict. It is a pretty story; but it appears to have more of romance than of authenticity. The ballast dumped within the little fort and upon the shoal to build it up was brought there on lighters, presumably from the city wharves and from other wharves within the harbor. It probably contained a certain per cent of cobbles, as European merchantmen regularly came over with ballast of those and of other rock, and as this was customarily discharged on and about the docks.

The fortification of The Middle Ground was named Fort Ripley in honor of Brigadier-General



FORT RIPLEY

### *FORT RIPLEY*

R. S. Ripley, C. S. A., then commanding James Island and Saint Andrew's Parish.

In view of the tremendous fortifications of modern warfare, of the terrific range and power of modern projectiles, it seems incredible that such should ever have been designed as a fortress. Few believed that it could withstand even the guns of that date; but it was well within the first lines of defense, not expected to come to close grips with any foe, and only to be used—like Castle Pinckney and the city batteries—in case of a single gun-boat running by Sumter, Johnson, and Moultrie, or slipping in through the Stono Inlet.

As this never happened, Ripley took no active part in the War Between the States. Like Castle Pinckney, it was, during the blockade, occupied by South Carolina artillerymen and commanded, until the evacuation, by Captain H. S. Farley.

For many years following the war the structure was abandoned, and it gradually washed away. As it is remembered by Charlestonians just previous to 1893, the storm of that year is said to have removed all traces of it above high water mark. Low water on The Middle Ground still shows some sunken wreckage.

In 1878, close by the location of that ancient grillage, the United States government erected, upon high brown piles, the present small, six-sided building which bears the same distinguished name.

The Fort Ripley of romance is now one of Charleston Harbor's minor lights. Its bell sounds

*FORT RIPLEY*

every ten seconds; it shows a fixed red lamp; and it is catalogued in the Local Light List as No. 1988: *Fort Ripley Shoal*.



## PAYNE'S DOCK

Out of the marshes at the mouth of Schooner Creek (sometimes called Vincent's Creek), there rises a tiny strip of shell beach which was named more than seventy-five years ago in honor of a gallant foe.

Upon this bit of firm foundation, only 1400 yards west of the site of old Fort Wagner, Confederate engineers attempted, during the War of Secession, to place gun positions. They were hampered in their work by the wreck of one of their transports, the *Manigault*, and they finally abandoned the project.

Captain L. S. Payne of the 100 New York Regiment, and one of the most dashing of Union scouts in the harbor, promptly took advantage of the old wreck's cover, as she lay aground upon the spot, to establish there a base for Federal picket boats.

In memory of his courage—and in spite of their own chagrin—the place was promptly christened by the Confederates "Payne's Dock."

## THE SWAMP ANGEL

According to military records, the construction by Union engineers, during the blockade of Charleston Harbor, of that marsh battery generally known as the Swamp Angel was one of the noteworthy feats of engineering performed by either side during the War of Secession.

It was planned by Colonel Serrell of the New York Volunteers Engineers and Lieutenant Mitche of the United States Corps of Engineers. Its building, at first, seemed an impossibility; for the mud of that section of Morris Island marsh was sixteen to eighteen feet deep, and Serrell and Mitche, seeking the site, poled themselves out over it upon a plank.

The Union officers detailed for construction protested their inability. Serrell told them that nothing was impossible, and ordered them to call for whatever they needed and to start the work. The lieutenant in charge—who evidently had a sense of humor—promptly made a requisition on his depot quartermaster for “one hundred men eighteen feet tall to work in mud sixteen feet deep.” He followed this up by going to the surgeon to ask whether he would undertake to splice the men.

This humorous officer was promptly put under arrest.

Upon August the 17, 1863, the spot—between Morris and James Islands and four and a half



THE SWAMP ANGEL IN ACTION

### THE SWAMP ANGEL

miles distant from Charleston—was ready, and the great 200-pounder Parrott gun was skidded out upon its gun platform and deck. Its base was vertical sheet piling. It was surrounded and protected by a log grillage and walls of sandbags. Its first greeting to Charleston was sixteen shells, thrown five miles to explode in the very center of the city.

In throwing its thirty-sixth shell, this original gun of the marsh battery blew its own barrel off its carriage and damaged itself beyond repair. It was, later, replaced by two 10-inch mortars, for the position was strategic.

Sergeant Felter, of Company A., New York Volunteer Engineers, first gave the battery its nickname of Swamp Angel. It was so called by both Federals and Confederates; and its location is still pointed out by those familiar with the harbor's ramifications.

The Parrott gun was taken north. It now stands in Trenton, New Jersey, upon a pedestal over a public drinking fountain.

## FIRST SUCCESSFUL SUBMARINE WARFARE

The submarine, as means of both locomotion and offense, has been, probably, a matter of experiment since early history. But Charleston Harbor claims fame as scene of the *first successful submarine warfare* upon record.

Necessity is said to be mother of invention. The story of the Confederate Navy—than which there is no more illustrious tale in all history—is an example. But that glorious story has place here only for such events as actually occurred in Charleston Harbor.

With the city shut off by blockade and with no way to realize upon cotton, greatest export of the southern states, South Carolina was in bitter stress. Up in Virginia, Charles P. Leavitt, private in the ranks of the C. S. A., wrote, as early as October 1861, to the Confederate Secretary of War with suggestions for a "submarine gunboat." These did not materialize. By March 1863 a "spar torpedo-boat" had been invented by Captain Francis D. Lee. This was not a submarine, but a long, light canoe, carrying a submerged spar with a thirty-pound torpedo on its nose. General Beauregard thought enough of the plan to order ten of them fitted out for an attack on the blockading fleet. The attack was prevented and, months later, Commander W. T. Glassell's attack upon the *Pow-*



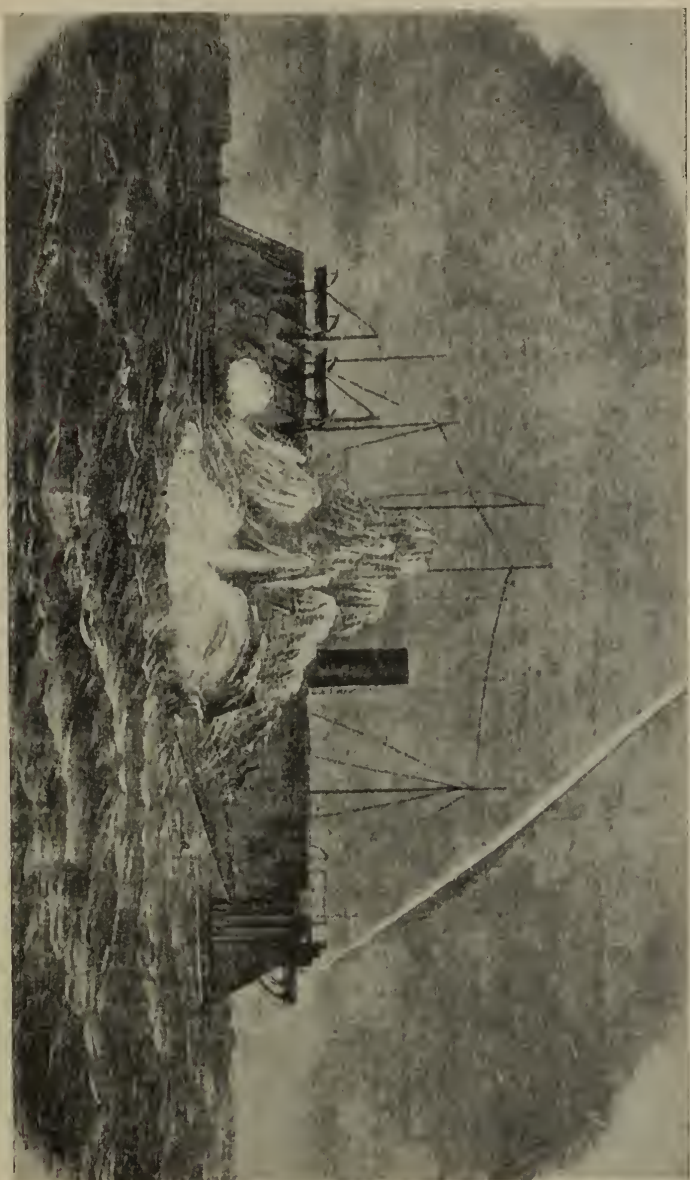
#### FIRST SUCCESSFUL SUBMARINE WARFARE

*hatan*, in one of these canoes fitted out by himself and Mr. George A. Trenholm of Charleston, was also unsuccessful.

Lee's torpedo canoes had been propelled by oar alone. Considering this the weak spot of the contrivance, he made over into a torpedo ram an old ship given him for the purpose by Richmond. Captain James Carlin and Lieutenant E. S. Fickling, with a crew of eleven men, tried with her to blow up the *New Ironsides*, largest vessel of the blockading fleet and most powerful vessel of the world at that date. They were foiled by faulty engines. Other attempts were made with torpedo rams and rafts and with floating torpedoes against the Union squadron. With exception of a three-masted transport put out of commission, none were effective. But each one marked a step toward the *Little David* and the *Hundley*.

The *David* was designed by Dr. St. Julien Ravelin of Charleston, approved by Captain Lee, and financed by Mr. Theodore Stoney, also of that city. She was built of wood, in what is described as "cigar shape," with a length of fifty feet and a beam of six feet; and her building, at Stoney's Landing on the Cooper, took only two months of intensive work. Her only means of submerging was by ballast, and she ran with six feet six inches under water and ten inches above. She carried a crew of four—one man above, to steer, and three below. Commander Glassell, himself, took the post on deck, sitting a scant ten inches above the





ATTACK ON THE IRONSIDES BY THE LITTLE DAVID

### FIRST SUCCESSFUL SUBMARINE WARFARE

waterline and steering with his feet. The wheel had evidently been so arranged in order to allow the helmsman to carry firearms, for Glassell had a shotgun. With a torpedo—immense for that date, as it was composed of one hundred pounds of powder and four tubes of explosives—fixed on a fourteen-foot iron shaft from her bow, she charged down, on that October night of 1863, upon the *Ironsides*, the Leviathan of its day!

Glassell's shotgun was intended to shoot the deck officer, so causing enough consternation on board the great battleship to prevent her crew doing anything to destroy the tiny torpedo craft before it struck its blow.

That was the one prayer of those earliest torpedo volunteers. Their greatest hope was *only to be spared until they had done their appointed task*. Destruction they expected, sooner or later; and, sooner or later, down to the last man, they were destroyed. All they could hope was that death be postponed long enough for them to do their duty with the crude and incomplete devices which almost always blew up or sank themselves along with the enemy.

Glassell carried out his plan. He shot the deck officer and he exploded his torpedo against the side of the immense battleship below the surface. The consequent waterspout washed over the *David* and down her smokestack, flooding her and extinguishing all her fires. Glassell told his crew to save themselves. He and the fireman, Sullivan,

### FIRST SUCCESSFUL SUBMARINE WARFARE

were captured; but the engineer, Toombs, and the pilot, Cannon, not only escaped but managed to get their boat back to Charleston.

Although the Union battleship was only slightly damaged, the event marked an epoch. It was the first successful attempt of war made by a steam-driven torpedo boat.

The *Southern Torpedo Company* was formed in Charleston. Other boats were built. The *Little David* was shielded from flooding by steel caps over her smokestack and works. In March 1862, with engineer J. H. Toombs in command, she made three attempts upon the *Memphis* near the mouth of North Edisto River. Even after the *Memphis* was aware of her and firing upon her, she persisted; but her ram torpedo failed to explode. In April she tried for the *Wabash*, in outer Charleston Harbor, but was driven back by heavy seas.

Her size—as measured against the size of the great ships she attacked—had given her the name of the Shepherd King who, as a boy, attacked a giant. But, meanwhile, Horace L. Hundley was designing the world's first submarine on an even smaller scale.

In Mobile, Alabama, was built in 1863, by subscription of patriotic Confederates, a "fish boat" twenty feet long, five feet from top to bottom, and only three feet six inches wide. She went the *David* one better in the matter of submerging, having two fins which, slanted, brought her up or down. She was eight man power, as a crew of that

#### FIRST SUCCESSFUL SUBMARINE WARFARE

number turned her propeller shaft. She towed her torpedo after her and was designed to dive under her foe, emerging on the other side while the dragged torpedo struck and exploded against the sides or keel behind her. She was called *Hundley* after her inventor and was generally known as the *fish boat*. But, in the Confederate Navy, men spoke of her as the *Coffin Ship*.

Upon her trial trip in Mobile Bay, the fish boat sank and drowned her crew. She was sent on to Charleston and there was sunk by the wash of a passing vessel, while lying in Fort Johnson dock. Of this crew, only her commander, Lieutenant Payne, escaped by squeezing through the manhole. Soon after, the tragedy repeated itself at Fort Sumter. Still, men volunteered to man her. Her inventor, *Hundley*, came from Mobile in the hope of making her practical. He took her out in Stono River where she dived down into the mud, killing him and all others of her crew. With eight more intrepid volunteers, she stuck while practicing under the Confederate steamer, *Ettiwan*, and was not raised until she had coffined her fifth crew.

After this recovery, General Beauregard insisted that she be used only as a ram. She had lost for him too many brave men. So, in February 1864, when she ran through Breach Inlet headed for the *Husatonic*, she was only partly submerged. Ramming the Federal ship, she sank at once alongside of her foe. After the war, when the *Husatonic* was raised, the world's first submarine was found



### FIRST SUCCESSFUL SUBMARINE WARFARE

close by her. Within her twenty foot-long, barnacle-encrusted hull, were the bones of the last crew she had taken down to death.

The following story, although not included in war records, is told by Confederate veterans who were at Fort Johnson when the *Coffin Ship* had just been raised from her second or third disastrous dive. It rivals *Garibaldi's Promise*.

Her shell yet caked with harbour mud, the *Hundley* lay at Fort Johnson wharf. Along that wharf were ranged nine boxes made of yellow pine. The regiment of South Carolina Infantry drawn up upon the beach had just watched the removal of the bodies of her crew from the submarine into these rough board coffins. Only their eyes moved as they watched, for their colonel was speaking to them and they stood at attention. Their colonel was telling them that the *Coffin Ship* had drowned another crew. He was reminding them that she would, most probably, drown her next. He was inviting any of them *who wished to volunteer* to step out three paces and then, *stepping over the coffins* of their predecessors, to crawl into the craft and inspect her. As he finished he looked away—looked at those long boxes of unplaned yellow pine. And, when he turned back to his regiment, no man stood out of ranks! *No man stood out of ranks because, back to the last man, the entire regiment had stepped forward three paces.*

When United States submarines today—swift, smooth, powerful, water-tight, seaworthy—cross

*FIRST SUCCESSFUL SUBMARINE WARFARE*

the bar of Charleston Harbor and run northwest up the channel, they pass over or near the spot where their first ancestor made its grave beside the first battleship ever sunk by a submarine. Hundley's *fish boat*, which proved the coffin of six daredevil, dauntless crews, there established the pioneer record of all submarine warfare.



## RICE MILLS ON THE HARBOR

Chisolm's and West Point Mills, still standing although in disuse or other employment, on the Ashley, and Bennett's Mill, recently taken down, on the Cooper River, mark the twilight of the old rice mills once numerous and busy around Charleston's wharves.

The first rice mills in the state were small ones upon the greater rice plantations. Due to the amount of grain being shipped annually from Charleston, a demand for mills at the seaport followed close upon these.

As early as 1795, Jonothan Lucas had a rice mill on Shem Creek, northeast across the harbor from the city, and a combined rice and saw mill at Mount Pleasant. This Jonothan Lucas was the inventor of the steam rice mill; but these—his earlier ventures—were probably run by tidewater.

Four other Lucas mills still on record are: an old tide mill which stood on the Ashley, north of West Point, shortly after 1800, a steam mill located at the foot of Mill Street in 1817, a steam mill on the Cooper at Gadsden's Wharf, and—two generations later—the steam mill on West Point which preceded the one still standing there.

At least two others, steam driven, are known to have been at Gadsden's Wharf. They were owned by Deveaux and by Robb and McLaren.



GOVERNOR BENNETT'S RICE MILL ON THE COOPER

### *RICE MILLS ON THE HARBOR*

Some time previous to 1830, Mr. Chisolm built one on the Ashley at the West end of Tradd Street. In 1830 he erected the second, still known as Chisolm's Mill but now converted into the new Lighthouse Depot. This is oldest of the three last survivors, and it was, at time of building, by far the largest on the harbor.

Governor Bennett, in 1844, built Bennett's Mill upon the Cooper. Into its planning he put enough care and pride to make it a thing of architectural value. No other rice mill of the port—possibly no other rice mill of the world—had ever rivalled its beauty and dignity.

West Point, last and largest of the trio, was built in 1860. An enormous, castle-like structure of time-softened brick, it looks across from the wharves at its feet to the green shore of James Island. Only at sunset it comes to life—as if memory's candles were lighted within—and its windows blaze from the western sky and the Ashley's red-stained mirror.

These three are milestones to the era of the seaport's merchant princes—to a time when the harbor's back country bred planters instead of farmers—when her trade, although young, led all the New World's commerce—when, like pearling boats, her sailing ships cleared heavy with the small white seed.

## CHARLESTON NAVY YARD

More than a century ago, and exactly three quarters of a century before the actual establishment of Charleston Navy Yard, the seaport was under consideration by the United States government as suitable location for such.

On January 23, 1826, reports of the Secretary of the Navy and of an officer appointed to examine the harbors of Charleston and St. Mary's were heard by Congress. Lawrence Kearny, Master Commander U. S. Navy, urged the advisability of choosing Charleston. Among many advantages mentioned in his report was the fact that Charleston lay nearer the range of West Indian trade than did any other port south of the Chesapeake, so affording to that commerce protection in time of war and repairs in any time of necessity. He mentioned, too, favorable winds to the Bahamas, the fact that the Gulf Stream facilitated passage, and the fact that cruisers returning along that route for supplies could protect merchantmen from "pirates." His report gives in excellent detail the natural advantages of the port at a period before it had been developed as it is today. Nine places suggested for this proposed Navy Yard were: Shute's Folly, Lempriere's Point at the mouth of the Wando, Strobel's Mill on Cummings' Point, The Old Navy Yard (now Cochran's Farm, four miles from Charleston), Hampstead, at the

#### CHARLESTON NAVY YARD

mouth of Town Creek, Marsh's Island, at the mouth of Town Creek, "A Lot of Land on the Cooper" above Gadsden's Wharf, Mey's Wharf, at the foot of Pinckney Street, within city limits, Marsh's Wharf, within city limits.

In 1833 another favourable report upon the proposition was made by J. D. Elliott, Commanding the Charleston Station.

Upon February 21, 1837, Mr. H. L. Pinckney of South Carolina offered in Congress an amendment to the Naval Appropriation Bill which asked that a site be chosen and purchased at Charleston, that fifty thousand dollars be appropriated for construction of a dry dock, and that a clerk and assistant clerk be appointed with salaries named, respectively, as \$1500 and \$1200 per annum. Mr. Pinckney referred to the investigation of 1826 and asked attention to an extract from a letter of the then Secretary which read: "This report contains much satisfactory information as to the harbor of Charleston and leaves but little doubt that that harbor might be judiciously selected as a Navy Yard for the building and repairing of vessels of war (except those of the largest class)." But, upon February 23, 1837, Mr. Pinckney's amendment was "disagreed to."

In the year 1900, the Secretary of the Navy was authorized by Congress to appoint a board of Naval officers to decide the question of changing the Navy Yard, then situated at Port Royal, to a place at or near Charleston. Members of this board



#### CHARLESTON NAVY YARD

were: Rear Admiral Frederick Rogers, U. S. N., (President) Rear-Admiral George W. Sumner, U. S. N., Rear Admiral Albert S. Barker, U. S. N., Captain George A. Converse, U. S. N., Civil Engineer Peter C. Asserson, U. S. N., Naval Constructor Joseph Linnard, U. S. N., Lieutenant-Commander Sidney A. Staunton, U. S. N. (Recorder.) Their final report was thus summarized:

"In view of the foregoing presentation of facts, comparing the two sites for a naval station, with respect to their several requisites, we have the honor to recommend that it is expedient to transfer the naval station now at Port Royal, S. C., to a point near the city of Charleston, S. C.; and we find the only available site near Charleston to be that on the west bank of Cooper River, about six miles above Charleston Custom House, comprising a part of Chicora Park and of the land of Mrs. W. W. Lawton, lying below Chicora, and also, if deemed advisable, a part of the marsh land belonging to the State of South Carolina, which lies south of Lawton's land."

In 1901 land was purchased and in 1902 work on the yard commenced. Its area is 2251 acres. It has four acres of piers, with berthing spaces at Piers Nos. 313, 314, 317, 318L, and an offshore anchorage of 760 acres, with mooring buoy. The Naval Hospital is adjacent, upon the west bank of the Cooper, while the Naval Ammunition Depot is opposite, upon the east. The yard is also a Marine Corps Reservation. Within it is located the Naval Radio Station, and a Distant Control Station is seven miles away in Charleston adjoining the new Lighthouse Depot. The dry dock, which took six years to build and cost \$7,250,000, is of granite and concrete, 575 feet long, 34 feet and



### CHARLESTON NAVY YARD

1 inch deep, 112 feet and 11 inches wide at top, and 80 feet wide at bottom. Just before the United States entered the World War, construction of immense building ways—upon which four ships can be built at one time—was commenced. Twenty vessels of varied types have been built, among them submarine chasers and gunboats and destroyers of steel. Up to June 1924, five hundred and forty-six vessels had been repaired and docked. During the World War five thousand employees were upon the payroll at Charleston Navy Yard.

Its position is advantageous, fifteen miles from open sea and behind the protection of Charleston Harbor's fortifications, yet accessible from open sea by a channel varying in width from six hundred to one thousand feet and having a minimum depth of thirty feet. The port affords it facilities for coaling war vessels.

It is the only Navy Yard upon that 1,041 mile long stretch of seacoast between Norfolk, Virginia, and Key West, Florida.

## WHITE POINT: THE BATTERY: A BOULEVARD

Over and again, in earliest annals of Charleston Harbor, are found allusions to the southern extremity of Charleston peninsula as "White Point."

There was, at time of the first settlers' landing, a tongue of shell beach running south from Granville Bastion along what we now call "East Battery." West of this was marsh and mud flats, with occasional spots of higher ground. The shell and white sand of that miniature peninsula which terminated Charleston caused its name of White Point.

The first sea wall which protected this strip from the harbor waters east of it was a facing of palmetto logs. Just within it ran a walk built of planking—one of the first seaside "boardwalks" in America! Wall and walk were destroyed by the gale of 1804.

Between 1804 and 1820 the city made use of some of the ballast rocks, which were customarily discharged at her docks by trading vessels, to build her first rock wall along that line. During the War of 1812 guns were mounted upon these rocks. It is probable that this caused White Point to be called "The Battery."

Fortifications upon this southern extremity of the town were a stern necessity. Below Granville Bastion—southeastern quarter of the city wall—



MURRAY BOULEVARD, ALONG THE ASHLEY RIVER

*WHITE POINT—THE BATTERY—A BOULEVARD*

Fort Broughton and Fort Mechanic looked across White Point and the harbor from the location of the present Visanski, McAllister, Ravenel, and Guggenheim residences. South Bay Street was a narrow thoroughfare known as Fort Street.

White Point Garden occupied part of what is now South Battery Park. The City Year Book of 1880 speaks of Church Street as intersecting Fort Street through "what is now known as White Point Garden;" so it seems that as late as this date the park was called by its older name. But the garden had been an institution from a much earlier period of Charleston's history. So much so that we read of a movement, between 1830 and 1840, to buy part of the land between Fort Street and the Ashley River for a "public pleasure park."

Between 1848 and 1852 the sea wall along White Point was turned west at its southern extremity and continued toward the foot of King Street, and the land between this wall and Fort Street was filled in.

The second sea wall of White Point—by this time the East Battery—suffered serious damage from the gale of 1854.

It is interesting to know that, as early as this, the city considered enlargement of White Point Garden for fifteen acres into the mud flats reclaimed sixty years later by construction of a boulevard. The plan went so far afoot that the first piece of land west of King Street had been bought; but, during the Confederate War, it was

WHITE POINT—THE BATTERY—A BOULEVARD

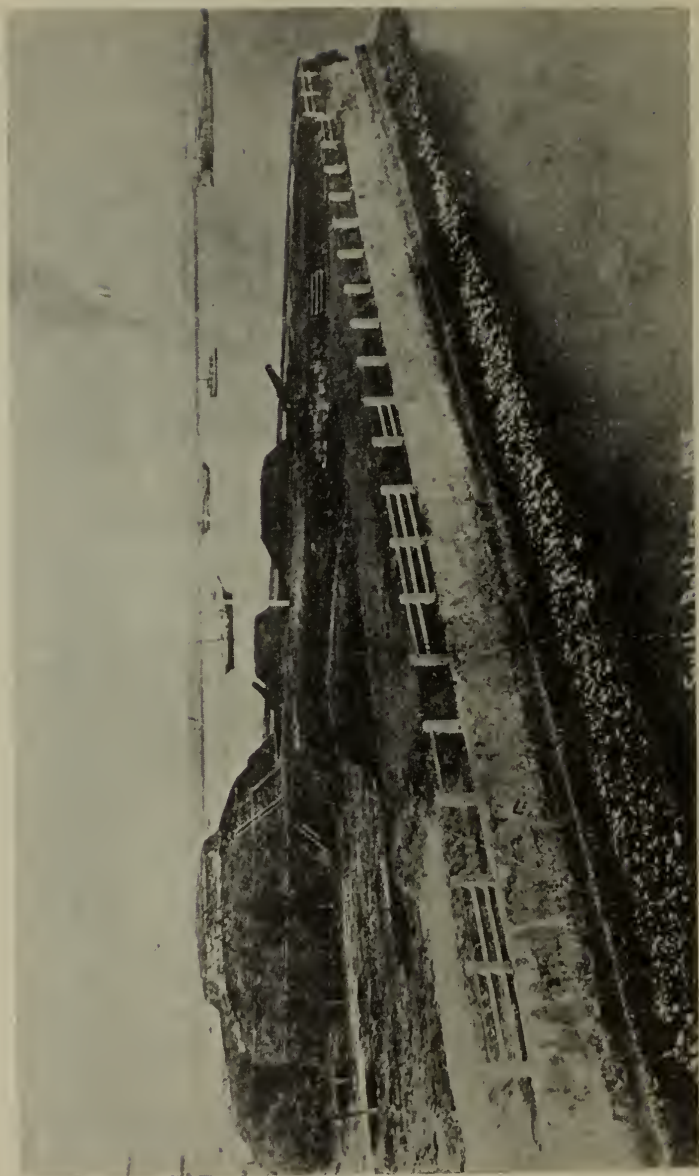
resold and the money applied to more vital civic needs. The proposition was then termed "The Ashley Embankment."

The beautiful live oaks which shade the Battery Park today were planted only a few generations ago. Less than a half century ago a bathing house stood upon the property and a floating bath house was anchored near by. Protests against the unsightliness of these caused their removal. At the time, suggestions were made for the building of "a modern structure called a pavilion," and mention is made of a fountain to be erected in the near future.

The Jasper, or Fort Moultrie, monument was unveiled in White Point Garden upon June 28, 1876; the bust of Simms in June of 1879; and the fountain at the foot of Meeting Street is dedicated to those heroic volunteers who served upon Confederate torpedo craft in Charleston Harbor. The cannon mounted in the park are relicts of important periods in local history. The capstan of the battleship *Maine* was added to the illustrious company when that veteran of the Spanish-American War found her last berth at Charleston Navy Yard.

Live oaks, palmettoes, oleanders, and other trees and plants typical of the section form an exceptionally beautiful setting for these memorials. The flora is native to the place of which Simms wrote, for which Jasper fought, where the *Hundley* and the *David* found their death-defying crews, where the rusty guns, which now look in silence to the





THE BATTERY IN 1865, SHOWING EARTHWORKS THROWN UP DURING CONFEDERATE WAR AND KNOWN AS "THE BIG GUN POSITION,"



*WHITE POINT—THE BATTERY—A BOULEVARD*

bay, once served Charleston gunners in Charleston's defense. The very location of one-time White Point Garden—at the junction of the two rivers which form peninsula and harbor—is worthy of its important share in Charleston history.

The Ashley Embankment, dreamed of three-quarters of a century ago, has come to pass upon larger scale in the Boulevard. Forty seven acres of mud flats have been filled in and a concrete sea wall carried, from the former termination of South Battery, westward along the Ashley to the foot of Tradd Street. The work, commenced in 1909 and completed in 1911, has added to the city a magnificent residential section with harbor frontage.

Tracing that sea wall south and west—from its first crude breakwater of palmettoes below Granville Bastion—is really tracing the evolution of White Point to the Battery and the Boulevard of today.

## FERRIES AND BRIDGES

### Old and New

Had Charleston Harbor nothing else to recommend it—lacking its history and romance of long ago, its industries and commerce of both past and present, its promise for the future—it would still be remarkable for those two magnificent examples of engineering which span its twin tidal rivers, connecting the city, on either side, with South Carolina mainland.

These bridges are the outgrowth of centuries of planning, of hard work, of high ambition. Hundreds of years before their first pile was sunk in river bottom, they were dreamed by men whose vision took in the harbor's possibilities. They are climax of the evolution of that first cypress canoe which carried passengers across the Ashley and the Cooper. Their seed was in the next hand ferries and sailing boats, now large enough to transport a ladies' sedan chair, a yoke of cattle, or a coach and horses. They began to take shape when the first fixed wooden span was flung across the Ashley and man and beast could walk dry-shod from bank to bank.

From the city's earliest settlement, its location, upon a peninsula in the harbor, necessitated varied and numerous methods of transportation by water. Ever since Charleston County has been a county, it has been outstanding for good roads, bridges,



THE ASHLEY RIVER BRIDGE

#### FERRIES AND BRIDGES

and ferries. Long before it was a county, its forebear, the Province, was busy with enactments for harbor and river travel.

In 1711 a ferry across the Ashley was operated by one, Manly Williamson; and just eleven years later, in 1722, an act was passed "to confirm and establish" two bridges "over the head" of this river.

In 1733 a ferry was established from Manigault plantation on James Island to White Point and its keeping vested in Edmund Bellinger. This was one of the most useful and permanent of ferries on the city's western side, and, nearly half a century later, it was still running, then under charge of E. Legge.

In 1747 Henry Gray was authorized to operate a ferry from his plantation in Christ Church Parish across the Cooper to Charleston. In 1765 two other Cooper ferries were established: one by Clement Lempriere, from Lempriere's Point to Charleston, and a public one from the lands of Joseph Scott in the Parish of St. Thomas-and-St. Denis to a point on Charleston Neck. In 1785 a ferry began to run from Pleasant Bluff or Fullwood's, on the south side of the Cooper, to Ityone, at a spot almost opposite. This same crossing was in the hands of Clement in 1792, and was known as Clement's Ferry.

Meanwhile, as early as 1754, plans had been made for a drawbridge across the Ashley at Stoney's Point. It was suggested that private parties might "undertake or contribute toward"

## FERRIES AND BRIDGES

this project. Afterward, in 1789, it was decided to build this bridge at the Old Ashley Ferry instead of at Stoney's Point.

Each year was bringing improvement to methods of boat and bridge. In 1791 the John's Island Ferry—hitherto held in such esteem—was condemned as “circuitous and inconvenient,” and underwent several changes for the better.

The “Charleston Bridge Company” was incorporated in 1808.

An Act of Legislature authorized Clement, in 1810, to build “a bridge or bridges” over Cooper River and Clouter's Creek. Incorporation of a “Cooper River Bridge Company” followed.

So is it recorded, upon South Carolina's archives, that, one hundred and nineteen years before its consummation, Charlestonians dreamed a dream which is now crystallized in steel!

Lembaker's Ferry, operating in 1813 over Wappoo Cut, was auxiliary to and near enough Charleston Harbor to be numbered as one of its enterprises.

In 1815 another Ashley ferry commenced its shuttle at a point near the location of the Charleston Bridge Company's bridge. In 1828 this was taken over by Bee and its name changed to that of its owner.

In 1821 Prince was permitted to open a ferry from his landing in Christ Church Parish to Charleston Neck.





## FERRIES AND BRIDGES

The year 1828 was marked by the inauguration of a steam ferry across the harbor between Charleston and Sullivan's Island. Its management was vested in the Town Council of Moultrieville.

In 1830 James Hubber, his heirs and assigns, were given the twenty-one year-privilege of running a steam ferry from Charleston to and from the head of the Wando River.

Although these numerous ways of travel would seem sufficient to city and harbor, plans for another crossing of the Cooper mouth, with the foot of Broad Street as its terminus, were thoroughly discussed in 1834.

From the very beginning we find laid down by law the modest ferry toll for foot passengers, equestrians, cattle, and for such different vehicles as a lady's chair, a horse-drawn sulky, a coach, or a chariot. From the beginning, ministers of God were exempt from work upon ferries and bridges, and members of patrols and persons going to and from church were allowed to cross free of charge.

In which particular our slow-travelling ancestors of the early roads may claim advantage over modern steel and concrete!

So, step by step, ferry and bridge moved to their triumph of today. Until the erection, but a few years ago, of the Memorial Bridge across Ashley River, the former Ashley Bridge was generally known as "New Bridge." It was a wooden structure, of same location as the present bridge,

## FERRIES AND BRIDGES

and had been, long before its removal, purchased, repaired, and opened as a free crossing.

The Ashley Memorial Bridge, 1733 feet long and 43 feet wide, is of concrete with an electrically operated Bascule, which permits harbor shipping to go above it. The sweep of its symmetrical white arc, from western Spring Street to St. Andrew's Parish, is an ornament to the western side of city and of harbor. Opening directly upon the Charleston-Savannah highway and admitting all travel from south and west through James Island, it is the seaport's beautiful southern gateway.

Northern gateway to the port is the colossal Cooper River Bridge, opened little more than a year ago and still a toll bridge. High against the northeastern sky it flings its gargantuan streamer of steel serpentine from the eastern end of Lee Street to Hog Island. Of its two Cantilever spans, the one across Town Creek is twenty-third longest in the world, the one across the Cooper fifth longest. Averaging over a ton of steel per square foot, it has a length of 10,038 feet of structural steel. Rising more than a hundred and fifty feet above the river channel, it invites all the navies of the world to pass beneath it. Seen from its metal mountaintop, Charleston Harbor appears a chart of aquamarine waters, white beaches, and green woods. Over the roofs of the old city is visible a graceful glimpse of the Ashley Memorial crossing. Looking from it northwest up the Cooper, one visions those frail wooden bridges and the clumsy

*FERRIES AND BRIDGES*

hand ferries which once plied their trade. And one half wonders whether a slow-moving, courtly-speaking group of ghostly travellers are gazing back from Clement's phantom ferry between "Dover" and "Calais"—gazing down the centuries with polite incredulity—to see strange, speeding, horseless cars in silhouette against the sky upon a Bifrost bridge!

## HISTORY OF HARBOR QUARANTINE

Under the Provincial government, earliest quarantine enforcement in Charleston Harbor rested between the pilots and the officers commanding forts. The first pest house of which we have record stood upon Sullivan's Island. As Johnson was for nearly three quarters of a century the harbor's only fortress, incoming ships were ordered to lie under her guns until they had been examined for infection. If infected persons were found aboard, they were removed to the pest house and the vessel "obliged to perform quarantine" at any spot in the harbor designated by the fort's commander.

As early as 1712 Gilbert Guttery was made commissioner "for inquiring health of incoming vessels." Pilots were ordered to report any cases of illness they discovered upon going aboard ships, and were penalized for failure to do so. Masters of vessels were required to make oath as to whether or not they had clean bills of health and to send to the pest house anyone having "plague, small pox, spotted fever, Siam distemper, Guinea fever, or any other malignant contagious disease."

An enactment of the same year directed pilots to disinfect their persons and to disinfect or burn their "cloaths" upon leaving an infected vessel.

An act of 1721, ordering incoming vessels to lie under Johnson's cannon until examined and



UNITED STATES QUARANTINE STATION ON JAMES ISLAND

### *HISTORY OF HARBOR QUARANTINE*

permitted to enter harbor, stated that, in case of storm, they should be permitted to "weigh anchor and seek any commodious creek above Charleston."

Possibly the first port physicians upon record are Dr. John Lining, Dr. Thomas Dale, Dr. John Moultrie, Dr. John Martin, Dr. Thomas Caw, and Dr. William Rind, who served in that capacity in 1747. Signals from Fort Johnson called one of these from Charleston to overlook an arriving vessel. The fee for this examination was then 7 pounds 10 shillings of current money.

Charleston was reported in 1752 "more healthful since prohibition of importation of Africans." All slaves, save those sent from English colonies, were made to spend a ten-day period of quarantine on Sullivan's Island before admittance to the city. Slave-carrying vessels were, for this period, held in strict quarantine, being allowed neither to take aboard visitors nor to send seamen ashore. A new pest house for Sullivan's Island was at this time proposed and the sum of 1000 pounds provided for its expenses.

For nearly a half century afterward various acts were merely reiteration of these health measures, suggestions for their enforcement and for new or additional pest houses and "proper warehouses" to be built on Sullivan's Island.

In 1794 (The capital of the state having been in 1786 removed from Charleston to Columbia) the power of the governor, respecting quarantine, was, in his absence from the city, vested in the



### *HISTORY OF HARBOR QUARANTINE*

city authorities. At this time began the movement to sell the pest house on Sullivan's Island and remove to another location the quarantine hospital. Sullivan's Island was being built up, and its citizens objected to such undesirable buildings in their midst.

Acts of 1797 and of 1809 empowered the governor to hire armed men and boats, to board by force suspected vessels, and even to fire upon any which might attempt entrance.

A lazaretto upon Morris Island, nine miles from the city, was in 1834 purchased for the sum of \$6000.

In December of 1856, the Committee on the Lunatic Asylum and Medical Accounts was, for some reason, petitioned to change this location. They discussed both Prince's and Remley's Points, upon the mainland, for a new ground; but they met with protest, on this score, from the Mount Pleasant people. Another and a better location upon Morris Island seems to have been their final decision. The Marine Hospital at this time stood in the heart of Charleston, and its removal from the city was also under consideration.

In this day of practiced sanitation and skilful control of disease, it is difficult to credit the stern necessity which could make a legislature empower its governor to "board by force—and even fire upon" a vessel resisting quarantine demands. For the time and place it was quite reasonable. Charleston, in common with other world ports, had

### HISTORY OF HARBOR QUARANTINE

been ravaged by epidemics brought her by infected ships from plague-ridden shores. The Spanish brig, *San Juan de la Vega*, putting in with yellow fever, and the British ship, *Swallow*, bringing other contagion, were but examples of many such. Three hundred and seventeen vessels were examined at Charleston Quarantine Station during the six months ending October 31, 1873. As her harbor fortresses stood between the city and armed invasion, her harbor quarantine stood between her and invasion by the just-as-deadly pandemics spread through the world by international shipping. Her medical men and quarantine officers were soldiers of defense against an enemy quite as dangerous as Spaniard or as pirate. The history of Charleston Harbor's quarantine is the history of one of her oldest, most powerful, and hardest-besieged lines of fortification against a cruel foe.

As the hospital and other buildings upon Morris Island were damaged by the gale of 1878, and as the island beach was washing fast, application was made to Governor Hampton for another change of location. One hospital was then removed to the present quarantine ground on James Island, and there a fever hospital, a smallpox hospital, a keeper's dwelling, a kitchen, storehouses and disinfecting houses were built, and a wharf commenced.

There was talk at this time about filling in with ballast rock the long shoal between Forts Johnson and Sumter and thus making an artificial island

### *HISTORY OF HARBOR QUARANTINE*

quarantine. But the idea was never tried out, and quarantine location remained upon James Island at a point nearby the old warrior who had, from the health laws' infancy, enforced them with her guns.

Charleston Harbor quarantine was included, in 1881, in an "Act to render more efficient the quarantine service of the several ports of the state." Administration of Quarantine Service for the port of Charleston was hereby placed under the Board of Health of the City subject to the Executive Committee of the State Board of Health. Post of resident physician at Fort Johnson was created.

A Maritime Sanitation Committee was appointed by the Board of Health in 1884 to take charge.

The Year Book of 1884 informs us that the service is "very satisfactory," and that "every pound of ballast from infected ports or latitudes" is obliged to be deposited at the station.

This same authority, for 1886, mentions the "large and commodious dwelling almost ready for occupancy" by the quarantine officer at Fort Johnson, and, in 1887, reports this finished and occupied.

The years 1889 and 1890 brought the adoption and successful employment of the "Holt System of Maritime Sanitation." Machinery for sterilizing and for disinfection by modern methods was installed.

"Two wharves and a naphtha launch" marked progress for 1891. Trees were planted and the

### *HISTORY OF HARBOR QUARANTINE*

station "made into a park" in 1892. The place was done some damage by the cyclone of 1893.

Shortly after this free quarantine was declared, the city assuming obligation to meet all deficiencies.

In 1904, however, the station was being run on combined appropriations from state and city and fees from vessels.

In 1908 it was turned over to the United States government and, since that time, has been under direct operation of a surgeon of the United States Public Health Service, provided with quarters and residing at the station. A clerk for the office work and about ten other employees for the upkeep of buildings and grounds complete its staff of workers. There are now fifteen buildings at the station. One of these can accommodate one hundred patients in quarantine; the others are quarters for the force, storage houses for supplies, et cetera. A board of experts has just visited the station "with a view to increasing the facilities and raising the standard of efficiency in keeping with the recent advances made in the science of public health."

## THE MOSQUITO FLEET

Charleston Harbor's fishing fleet, long known as "The Mosquito Fleet," is unique in its organization as well as picturesque. Other ports have fishing craft; but the vessels are fewer and larger and form, each one, a separate and distinct enterprise. Beyond the memory of the oldest fisherman, Charleston's fishing boats have sailed as *one fleet*. They are so treated and recognized by the United States government, which addressed its orders, during the World War, to William Johnson, oldest captain of the fleet, as its "Commodore."

The first boats used were cypress log boats, eighteen to thirty feet long and carrying mainsail and foresail. Today's boats, with exception of the few made by local shipwrights of the city, are old ship boats purchased from the Navy Yard. They vary in length from twenty to twenty-eight and thirty feet, and they carry a mainsail and jib. Most of them now have engines.

In 1876 and 1880 the Mosquito Fleet counted as many as fifty sail; and every afternoon found a gathering upon East Battery to watch its returning race for port. Now there are about eighteen boats; but their home-coming race of an afternoon is still well worth the seeing.

Year in, year out, they clear at dawn from the wharves at the foot of Market Street. They cross the bar and fish on a range of twenty miles east,



### *THE MOSQUITO FLEET*

north, and south of the harbor entrance. In early afternoon they start homeward—unless a phenomenal catch ends the day's work earlier.

Most of these negro fishermen—and most especially the fleet captains—are skilful and daring sailors. Most of them have, at one time or another, been in dangerous plights in their small craft. More than once they have been caught outside by the first gusts of West Indian hurricanes. Increased efficiency of the weather bureau has lessened this danger of later years; but, where the sea is, danger is always. The men themselves, from long experience, are good judges of weather and, except in cases of peculiarly treacherous and sudden squalls, recognize the first signs in time to make port. More than one boat has been picked up, blown far off her course; and more than one has, in storm, been lost with all her crew.



## THE MONROVIAN EMIGRATION

On April 21, 1878, the sailing ship, "Azor," cleared Charleston Harbor with a load of negro colonists bound for Monrovia.

The expedition was an outgrowth of the then recent emancipation of the southern slaves. Some of its members had real or fancied grievances against America, others merely wished to return to the continent of their forefathers.

To Mr. A. B. Williams we are indebted for a detailed account of this unique voyage, which is mentioned here only because Charleston Harbor was its starting point. He, the captain, and two mates were the only white men aboard.

The trip was a remarkable one. It was attended by disease, storm, birth, death, and quarrels among the passengers. But, on the whole, they must have had considerable stamina and looked forward earnestly to their promised land in order to weather it as well as they did.

Upon May 30, 1878, Mr. Williams wrote from Sierra Leone:

"Off this morning in tow of steamer 'Ethiopia.' Will be in Monrovia in thirty hours (D. V.) from whence I will date my next."

## CAROLINA YACHT CLUB

The Carolina Yacht Club, located upon East Bay at the site of the old Southern Wharf, has for many years promoted the splendid sport of sailing in Charleston Harbor. It numbers most of the yachtsmen in the city, and offers hospitality of its private anchorage and landing to numbers of visiting yachtsmen every year. Its schedule of races and regattas affords pleasure to many outside of its membership as well as to those within.

An Act for the incorporation of the Carolina Yacht Club was approved by State Legislature upon December 20, 1888. Previous to that there was no lack of boating and more than one boat club had existed; but from that dates the incorporated Yacht Club of the present.

For some years the clubhouse was located in office buildings leased upon the site now occupied. Some of these buildings and the Southern Wharf were taken over just after the Confederate War for use of the United States Army Quartermaster stationed here. Approximately twenty years ago, the club bought the property, razed the office building, and had constructed the attractive clubhouse which it uses today.



CAROLINA YACHT CLUB

## PLEASURE BEACHES

Three of the best fishing and bathing beaches of the South Atlantic coast have their location upon or just outside of Charleston Harbor. These are the beaches of Sullivan's Island, Isle of Palms, and Folly. Every summer finds their cottages, boarding houses, and hotels filled with visitors from many states; and, yearlong, they are patronized by anglers from far and near.

Sullivan's Island and Isle of Palms are reached from Charleston by way of the Cooper River Bridge and from north, through Mount Pleasant, by State Route No. 40. Bathers upon the lower half of Sullivan's Island swim in harbor waters, those upon the upper half in open sea. Across Breach Inlet, connected by paved road and a good bridge, is the Isle of Palms, picturesque with semi-tropical flora and a hard and level stretch of nine mile strand for driving at low tide. This island, with its jungular growth upon interior and back beach, was only opened to residence about thirty years ago. Its name was then changed from Long Island to the present more appropriate and descriptive title. Sloping gradually, and being exceptionally free from holes and washes, both Sullivan's and Isle of Palms beaches afford safe and delightful bathing and swimming. Fish of many kinds and in great quantity are caught by surf fishermen.





## PLEASURE BEACHES

The upper end of Isle of Palms is one of the most popular and oldest fishing grounds of the section.

Folly Beach—which presumably got its name from the old English word “folly” signifying a thicket or other densely wooded place—lies just south of the harbor mouth by a ten mile drive across the Ashley Bridge and over James Island. It is an even younger development than the Isle of Palms, although its advantages were well known to fishermen and camping parties long before it was divided into residential lots and streets. Its beautiful ten-mile stretch of beach is now built up by attractive summer homes, and bungalows and camps nestle upon and among the brown-strawed hillocks between sea and river. Like the Isle of Palms, it has enough woodland to afford a cool green setting of palmetto, pine, cassena, and a score of other trees and shrubs. Behind it, and dividing it from James Island, runs the Folly River—really an ocean inlet. Fishing and boating are popular sports upon this river as in the ocean off the beach. The island, in common with other islands which are background for Charleston Harbor, has its share of history. Upon it, during the War of Secession, landed the Union armies, crossing from outlying islands by means of pontoon bridge or boat. From it they laid seige to the batteries of Morris and of James. The first road upon Folly was cut from southern end to northern end by Union engineers. It is still traceable in places, and is known as “The Military Road.”





JUNGLE VIEW ON ONE OF CHARLESTON HARBOR'S SEA  
ISLANDS

### *PLEASURE BEACHES*

From a "sentinel pine" on Folly the Federals observed Confederate operations upon Morris; and from Folly they finally crossed to take the other island, lay their sap, and gradually work their way toward the harbor and the city.

Other beaches show white and inviting as a passenger steamer clears the port. Kiawa, Seabrook's Island, Edisto, Rockville, Dewees, Capers, Bull's Island, and a dozen others are within a day's visiting distance. Morris Island has a level beach of hard white sand; but Morris is deserted save for keepers of the light. Mount Pleasant mainland, safe within the harbor confines, has small strips of swimming beach between its marshes here and there. But Sullivan's Island, Isle of Palms, and Folly, are the harbor's three best known and most advantageous pleasure beaches.

## THE HARBOR TODAY

Charleston Harbor, formed by a bay at the meeting of the Ashley and Cooper Rivers, has its location just a little south of the middle point of South Carolina's coastline. It is almost landlocked, by formation of its mainland and position of its numerous sea islands. This formation has made it, since first discovery, one of the most valuable harbors of refuge upon the Atlantic coast. In addition to this, it is easy of access, its port being seven and a half miles from its ocean bar and time from bar to berth being approximated as thirty minutes.

The harbor area is about nine and a half square miles. It lies in a general southeasterly direction from the city. Of all Atlantic ports, this is second as regards proximity to open sea. Of all ports on the Atlantic ocean and Gulf of Mexico, it has the shortest average sailing distance to the key ports of the world.

The bar is eleven miles long, extending from a point on Sullivan's Island near Fort Moultrie to a point on Folly Beach three miles south of Lighthouse Inlet. It has an average breadth of three-fourths of a mile, its greatest breadth being three and a half miles just west of Fort Sumter and its narrowest a half mile just east of Charleston Lighthouse on Morris Island. Its composition is of fine-grained layers of marine sand, gray in color,



COASTGUARD BOATS AT CUSTOM HOUSE DOCK

### *PLEASURE BEACHES*

and alternating layers of coarser sand and shells. Before the construction of jetties and the dredging which accompanied this project, the bar was divided into channels and shoals. Bache names in 1858: Main Ship Channel, southeast of Charleston Lighthouse and three miles north of extreme southern end of bar; North Channel, going east by south from Sumter and used by coastwise vessels going north: Swash Channel, one half mile south of North Channel; Overall Channel, not far south of North Channel; Sullivan's Island Channel, also called Maffitt Channel and Beach Channel, going parallel to Sullivan's Island beach, south of Fort Moultrie, and 14 to 15 feet deep at low tide; Hog Island Channel, taking waters of Cooper and Wando where they combine above Drum Island across harbor and out north of Folly. Pumpkin Hill Channel was the one most generally in use when construction of the present main channel was begun.

This main channel is now used entirely by vessels of deep draught. From Charleston Lightship to Charleston Dry Dock, it holds a depth of 30 feet and a width of 600 feet. This depth is continued in the channel leading up Cooper to Charleston Navy Yard and the Army Supply Base. The Atlantic fleet has several times entered and anchored in the harbor with space to spare.

Prevailing winds are from the northeast and the southwest. They set directly across the har-



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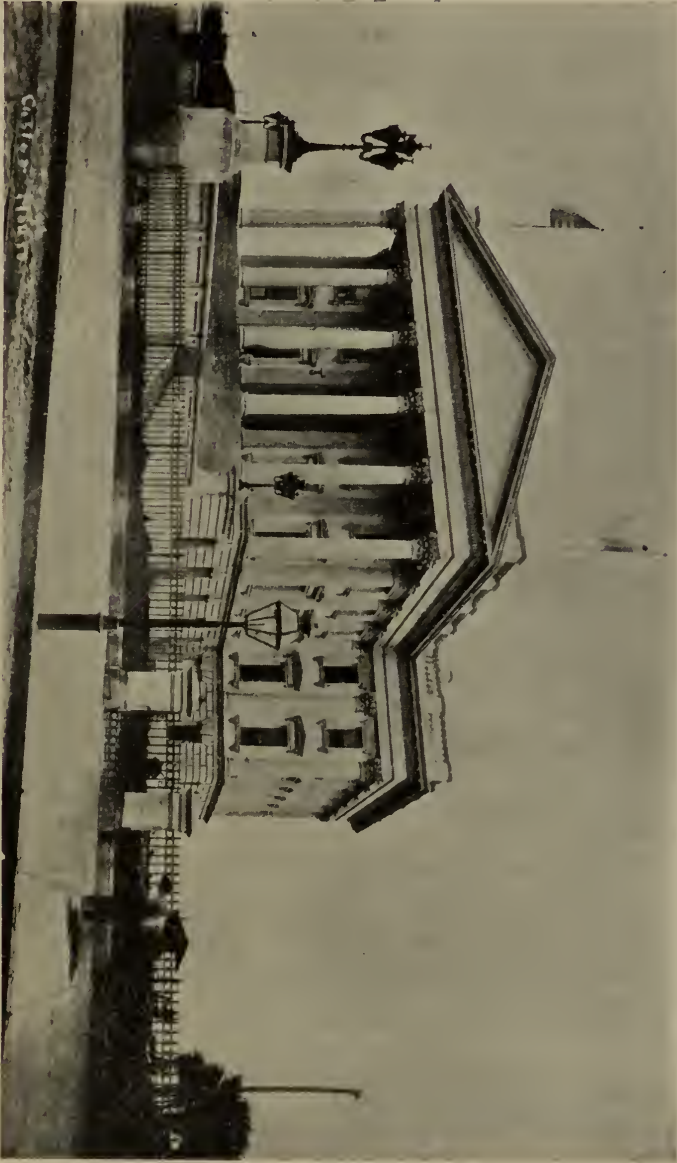
bor's mouth, causing the ocean swell to run in the general direction of the bar. When a southeast wind blows, it drives this swell directly in. Isle of Palms, Sullivan's Island, and Rattlesnake Shoal break the northeast wind; Folly and Morris Islands break the southwest. In the harbor tides rise at a mean of five feet two inches. At Fort Sumter, their mean is five feet and they occur fifteen minutes earlier.

The North Jetty, thrown from Sullivan's Island, extends 15,443 feet out to sea. The South Jetty, from Morris Island, goes 19,104 feet beyond harbor mouth. Converging, they form a safe and deep approach to the bay.

The port's most important articles of commerce are now cotton and cotton goods, miscellaneous merchandise, petroleum products, fertilizer material, and coal. It has the best coal bunkering facilities on the South Atlantic coast; and it is next to largest shipping point of the world for commercial fertilizer material. Ten steamship lines serve it, eight of these being overseas freight lines and two coastwise lines for passengers and freight. In 1927, Charleston foreign trade was approximated at \$48,000,000.

The harbor lies along the great inland waterway from Quebec to Key West. Its connections with this are by Cooper and Wando Rivers on the North and by Ashley River and Wappoo Cut on the South. Every winter brings a number of yachts to





UNITED STATES CUSTOM HOUSE, UPON THE COOPER

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anchor off the Battery on their way to and from the winter playgrounds of Florida.

Besides being headquarters for the Sixth Lighthouse District, Charleston is section base for the United States Coastguard Patrol. Its cutters and smaller craft are here in home port.

For two hundred and fifty years Charleston Harbor has been gateway of a world port. Under Provincial government its natural advantages were realized. The United States government has realized them to the extent of spending millions upon millions for jetty construction and channel dredging.

Ships of today find the spacious natural bay in main points as Governor Sayle's fleet first found it. But they find, in addition, all the improvements of modern engineering to keep pace with the advance of modern shipbuilding, every advantage and accommodation of the most modern port to match the progress of naval squadron and merchant marine.

Steaming through that rock lane of the jetties, where the *Carolina*, the *Albemarle*, and the *Port Royal*, found open water for the bar's approach, they see—instead of uninhabited “follies”—wooded sea islands dotted with human habitation and with farms. They pass Fort Sumter where they passed a bare shoal in the channel. Castle Pinckney is on Shute's Folly, Ripley on the Middle Ground.

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And, from beyond the bar they see, instead of a point of creek-laced marsh and woodland, the skyline of one of the United States' principal seaports.

From beyond the harbor entrance it is visible. For Charleston is the only city of North America's Atlantic seaboard with an unobstructed ocean view.

